

Navy News

AUGUST 1985

10p



ABOVE — The Royal Navy team involved in the record depth "dive" in Canada. Back row (from left) LS(D) Christopher Taylor, PO(D) Stephen Allan, AB(D) Jonathon Buck and LS(D) Desmond Fuller. Kneeling are the two reserves, LS(D) Ted Mangion and LS(D) Robin Rickard.

1,181 ft BELOW!

Four spend month in test complex

A QUARTET of Royal Navy men emerged in late July from a month's simulated dive to a depth of 360 metres — the deepest "dive" in a near-working environment yet undertaken by RN personnel.

The trial, carried out in Canada, is also regarded as an important breakthrough in commercial diving terms, few firms having experience at these depths.

Aim was to establish fully the safety of a wide variety of equipment for use in the Navy's new seabed operations vessel HMS Challenger and by the Norwegian oil company Norsk Hydro. But principally it was to check the operation of the Gasmizer breathing equipment which has been selected for eventual use in the Challenger.

A message from the Navy's Superintendent of Diving, Cdr. Alan Padwick, to the four men during the dive said: "Your tenacity and hard work has already established that the equipment you are testing is performing extremely well. This dive has re-established the Royal Navy among the world leaders in deep diving. It helps to ensure that HMS Challenger will have an effective diving capability."

During the dive, pressure was increased over five days until it was 36 times that of atmospheric pressure. Later decompression took place over 14 days. Voice distortion made it almost impossible for the men to talk to each other, but a computer deciphered the sounds for those "on the surface."

Helium gas

Gasmizer is an example of a system designed to recover the helium gas which forms part of the breathing mixture of the divers. This is essential for economic and logistic reasons — at extreme depths not only does each minute of oxy-helium breathing cost up to £3, but if the system is not used, and every breath is exhaled into the sea, the Challenger would be unable to store enough gas for more than a few days operation before needing replenishment.

With Gasmizer each breath is drawn back to the surface, cleaned of carbon dioxide, replenished with fresh oxygen, and pumped back down to the diver.

Another important trial was on diver heating. Helium extracts heat from the diver's body at a high rate, especially at great depths. The diver's body and the gas he breathes must be artificially heated, otherwise he would quickly die. Several diver heating systems were tried during the dive.

While the divers were in the water-filled working area, their body heat, heartbeat, skin temperature and general behaviour and appearance were monitored.

The special chamber complex used for the dive at the Defence and Civil Institute of Environmental Medicine in Toronto is formed by a series of pressure vessels, which the divers enter

● Turn to back page



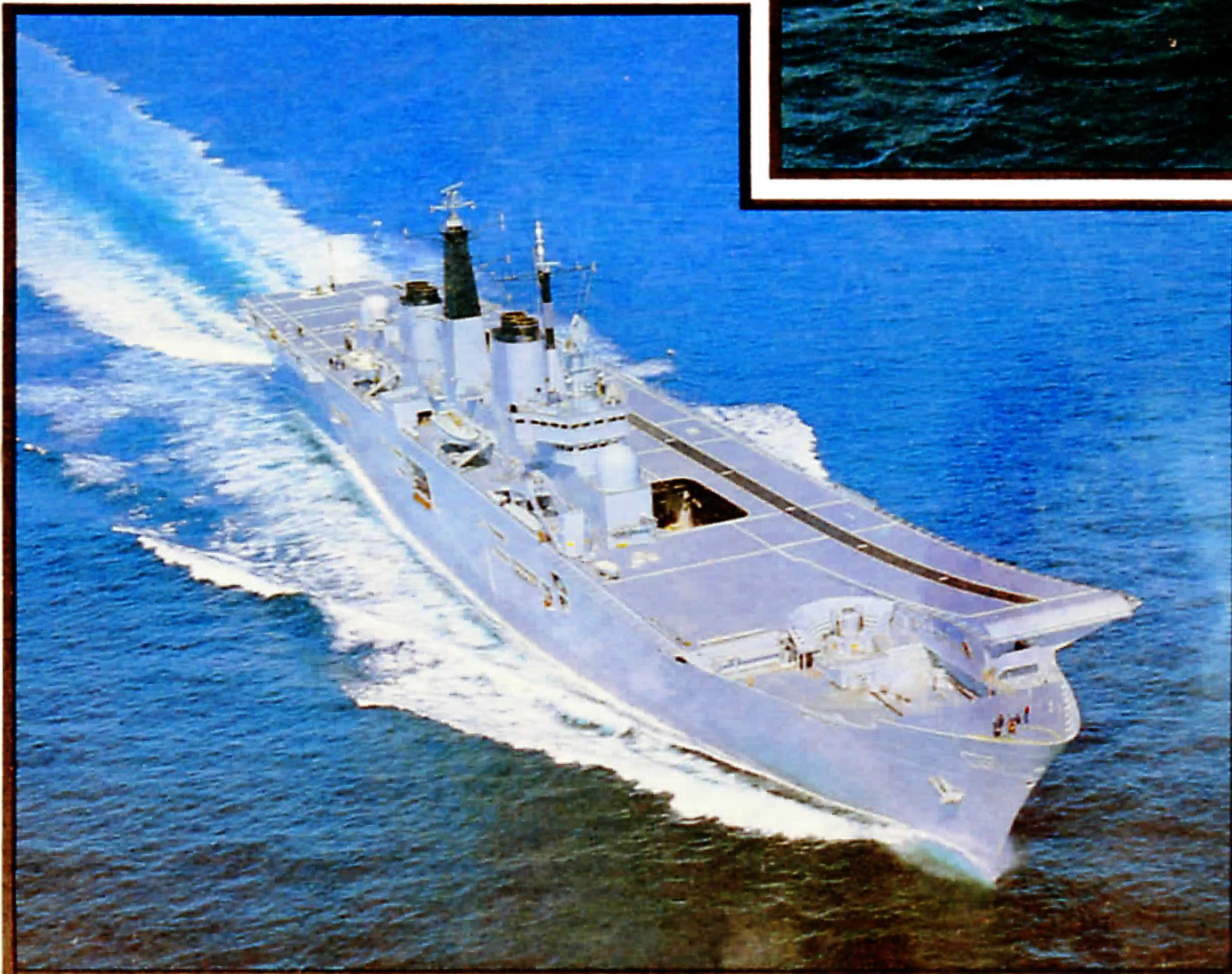
More refit ports likely

WITH a target date of April 1 1987 now set for start of commercial management in the dockyards at Devonport and Rosyth, these yards and naval bases now face a period of change to meet the deadline.

Defence Secretary Mr. Michael Heseltine confirmed in July that the Government had decided to implement the commercial management option outlined several months ago.

The Navy Board is committed to the view that radical management changes are needed to improve yard efficiency and that this will be best and most quickly achieved by introduc-

● Turn to back page



STAR TURNS

TWO fine pictures of two fine ships which members of the public will be able to see at close quarters during Portsmouth and Plymouth Navy Days over the Bank Holiday weekend August 24 to 26.

Above is Devonport-based HMS Beaver, photographed by LA(Phot) Chris North as she sailed from Gibraltar with her Lynx helicopter in close attendance. Algeciras disappears on the horizon. As Navy News was going to press the Beaver was due to visit Liverpool for an invasion of little Beavers. About 1,700 of these pre-Cub age youngsters were due to go aboard.

Pictured on the left is HMS Ark Royal on her acceptance voyage from the Tyne to her home port of Portsmouth. More pictures and stories about the new Ark appear in the centre pages.

Navy Days preview — Page 12.

Fleet helps John keep wheelchair promise ...

A PROMISE made over a pint of beer has opened new horizons for former CPOSA Chris Spick, keen sportsman and ship's diver until he developed multiple sclerosis two years ago. The illness struck when Chris was serving in HMS Defiance. A colleague, CPOCA John Hardwick, promised to get him the best wheelchair on the market.

But John had not researched the cost. And it was a shock to learn he would have to raise nearly £3,000 to keep his word.

Undaunted, he sent a letter of appeal to the Fleet and to shore bases, organized a raffle and within two months, 40,000 tickets, sold mainly in the Plymouth area, raised £1,000 in prizemoney and nearly £3,000 for the best wheelchair for Chris.

Chris, who demonstrated his new electric wheelchair at a garden party for the disabled at Admiralty House, Mount Wise, given by Vice-Admiral Robert Gerken, Flag Officer Plymouth, sends his sincere thanks to all who made this terrific contribution to his mobility.

PO Nick Wilkin and SEA David Harris of HMS Inevitable have also been doing their bit to help victims of multiple sclerosis. Sponsored by the ship's company they ran in the London Marathon and finished the course in 4hrs. 22min. Their effort raised £226 for Action for Research into Multiple Sclerosis (ARMS), and the Aberdeen Hyperbaric Centre, and a further £226 is being donated for research into



coronary and artery disease.

Nick and David presented the £226 cheque for ARMS to Mrs. Beryl Antrobus, a victim of multiple sclerosis and mother of LA(Phot) Stuart Antrobus of HMS Inevitable, who provided our picture.



HELPING HANDS

Above left — Nick Wilkin and David Harris present their cheque for ARMS to Mrs. Beryl Antrobus, mother of LA(Phot) Stuart Antrobus.

Above right — Chris Spick in his new wheelchair, photographed with (from the left) Vice-Admiral Robert Gerken, CPOCA John Hardwick, and wife Pat.



Have Rolls will clean

SOME sailors will do anything to get their hands on a Rolls Royce — even work through their lunch hour to wash one. But the ratings seen on the left had another reason for getting their hands wet. As part of a volunteer team of Wrens and ratings at HMS Dryad, they wash cars twice weekly at lunchtime to raise funds for the King George's Fund for Sailors.

The adage "where there's muck there's brass" also proved true for men of the Flight Deck Training Unit in HMS Osprey, who raised £1,200 for the Guernsey Save the Children Fund by washing cars at home and in Guernsey, where they also refurbished a caravan to accommodate parents of children in the Princess Elizabeth Hospital.

The car washers, led by Lieut. Ben Fisher, began with their Captain, Capt. Robert Woodard, who set them off on the right road by giving them his car to wash.

Fearless farewell

BEFORE HMS Fearless went into reserve, children of Fitcher School for the handicapped at Drayton paid a farewell visit to the ship.

The school has been the adopted charity of the Fearless for six months. As a parting gift, the ship presented a £1,000 cheque to the school, raised by various activities and a marathon run by WEM(O) Ted Mould.

It is now hoped that another ship will be kind enough to take on the school as its adopted charity.

Bryan's marathon effort

LIEUT.-CDR. Bryan Judd of the Commander-in-Chief Fleet's staff at Northwood raised £600 for a body scanner at Northwood's Mount Vernon Hospital by competing in the London Marathon.

Disabled naval ex-Servicemen and staff from Epsom Hospital enjoyed a visit to HMS Caledonia as guests of 12 artificer apprentices. The visitors were given a tour of the workshops and shown how today's artificer is trained.

The HMS Neptune volunteer band combined with one from Glasgow to give two concerts in aid of the Myalgic Encephalomyelitis Association, which assists research into the viral infection. The concerts helped raise £370 for the association.

The National Kidney Research Fund is better off by £323.86, thanks to the efforts of four Navy runners in the Dunfermline Half Marathon. The runners were: LMA Nobby Clarke and CPOWTR Arthur Woods of HMS Claverhouse and POPT Henry Gibson and LSA Ralph Miller of HMS Cochrane.



WITH lethal-looking shears just a hair's breadth away, PO(Phot) Don Sidebottom of the Joint School of Photography, RAF Cosford, keeps his cool as the commanding officer, Group Capt Mike Windle, and his assistants, prepare for a snipping exercise which lost Don his eight-year-old beard but gained over £300 for

Don's shear terror!

Overley Hall School for mentally handicapped children at Wellington, Shropshire.

Red Donors jump to it

SEVERAL naval personnel are taking part in two massed parachute jumps to raise £10,000 for the Wessex Regional Transplant Unit and to publicise the desperate need for more kidney donors.

Calling themselves the Red Donors Parachute Team, more than 50 parachutists were leaping into action at the Dorset Parachute Centre, Bere Regis, on July 20 and August 3. Naval participants include CPO Bob Mawdsley from HMS Cardiff and Wrens Jackie Pearson and Alison Matthews and PO Steve Gibson from HMS Collingwood.

Anyone who would like to sponsor Operation Kidney Drop or assist in any way should contact Mel Mann on Portsmouth 732764 or PO Barry Brown on HMS Nelson ext. 24115.

Four submariners from HMS Walrus used leg power to raise funds for charity. Setting off from Gosport, they rode in one hour relays to Workington, the submarine's affiliated town, their efforts raising £500 for a Workington home for the disabled. The cyclists were WEM(O) Steve Pennicot, Lieut. Andy Smith, AB(S) Jimmy Page and LSA Brum Shemmel.

The ship's company of HMS Ledbury, using the nom-de-plume "Dog and Lampost," took part in the nationwide "fun" public houses charity run when the ship was visiting Dieppe.

The 40-man team, some running three-legged, covered a five-mile course, their efforts raising £825 for the St Thomas's Heart Research Unit for the Ticking Heart (STRUTCH).

A team of Viking sailors from HMS Glasgow entered a home-made longboat in the City of Glasgow Lord Provost Procession and won not only a trophy for the most original entry, but £230 for the Royal Hospital for Sick Children, the ship's adopted charity. The Vikings, led by Lieut. Chris Thomas, were CPOCK Pincher Martin, PO Ben Metcalfe, CK Paddy Saunders, WTR Bill Montgomery, SEA Souse Hansen and MEMS Izzy Izzard and John Towler.

A bed push by members of 702 Naval Air Squadron, HMS Osprey, is expected to raise £345 for the children of Henchard House, Dorchester.

Suez mine divers among gallant six

BRAVERY honours, ranging from the Queen's Gallantry Medal to Admiral's Commendation, have been awarded to a total of six officers and ratings.

The QGM and the Queen's Commendation were awarded respectively to FCPO(D) Terence Settle and PO(D) Raymond Rowlands who defused a previously unknown type of Soviet mine recovered from the Gulf of Suez; Surgeon Lieuts. Malcolm Scott and Alex Goodwin received the Commendation of the Commander-in-Chief Fleet for their part in the Falklands rescue operation; CPOMEA Dave Chapman has been awarded a CINCFLEET's Commenda-

tion for dealing with an emergency on board the nuclear submarine HMS Churchill; and LMEM Barry Brothers received the Commendation of the Flag Officer Portsmouth for saving five rowers off HMS Dolphin, Gosport.

During the Royal Navy's mine countermeasures operations in the Gulf of Suez, the Soviet mine was found on September 12 and moved by remote means into 13 metres of water. There, over the next two weeks, FCPO Settle dived on it repeatedly, eventually separating the instrument section from the main charge. PO Rowlands acted as his safety back-up and assistant.

At the outset it was assumed that anti-handling devices were fitted and that the

mine was armed. This did not deter the divers and, states the citation, "despite the very high risk, they bravely continued the render-safe procedures, and on each occasion there was a risk of making the mine more dangerous and sensitive."

It was the first time that such underwater procedures had been conducted since the Second World War, and the operation enabled Britain to gain valuable intelligence.

The awards to Surgeon Lieuts. Scott and Goodwin were made in recognition of their tireless work in appalling weather to save the lives of four crewmen injured in the fleet tanker RFA Olwen.

All four had been seriously hurt and two of their shipmates killed when a freak wave caught them on the f'sle 700 miles north-east of the Falkland Islands on August 9.

Lieut. Goodwin was flown to the tanker from HMS Broadsword, and Lieut. Scott from HMS Birmingham. Over the next 12 hours they controlled the condition of the patients in extremely difficult and testing circumstances. The next day they accompanied the RFA sailors on a long, noisy and cold evacuation flight to Port Stanley where the injured men recovered.

CPO Chapman received his commendation from Capt. M. G. T. Harris,

Captain Third Submarine Squadron, on board HMS Churchill. In extreme heat and poor visibility Dave Chapman had entered a compartment to stop an isolated steam leak, thus preventing a far more serious incident.

Commendation of the Flag Officer Portsmouth has gone to LMEM Barry Brothers who, as a crewman on board the barge of the Captain First Submarine Squadron (HMS Dolphin), saved five rowers from the icy waters of Haslar Creek after their boat capsized on March 20.

Barry was presented with the Commendation by Capt. Mike Everett, whose barge he had used in the rescue.

Aurora flies to Bury

WHILE HMS Aurora was completing her eight-month refit in Devonport, her Flight visited Bradford and Bury Grammar Schools and representatives of the ship called at St Luke's Hospital, Bradford, where victims of the City Football Club fire were patients.

Disembarked and operating from 829 Squadron at Portland, the Flight's Wasp 422 detached to a small Army training camp at Holcombe Moor for eight days of training and visits.

AIR SHOW

The ship's commanding officer, Cdr. John Rimmington, travelled to some of the locations in a minibus with other members of the Flight. Bradford Grammar School is affiliated to the ship, while Bury Grammar School is the old school of the Flight commander, Lieut. Chris Taylor.

As a finale to its detachment north, the Wasp took part in the Manchester Air Show at Barton Airfield.

● HMS Aurora is due to take part in Plymouth Navy Days, August 24-26.

Settling an old account

WHETHER it represents a triumph of conscience or simply an old unpaid account which finally came to light, a 41-year-old mess bill has just been settled by an ex-Royal Navy man now living in Perth, Australia.

Sending a draft for £1.66 (English), the tardy payer addressed his letter to HMS St Vincent at Gosport — in 1944 a ratings' training centre. The cash was, says the writer, delayed payment of a bill "of which I am just reminded."

Now it has found its way to the Supply Officer of the present HMS St Vincent in London.

Sponsors sought

SERVING and retired members of all three Services are among the 400 volunteers helping to arrange the XIII Commonwealth Games for Edinburgh next July, in which a number of RN sportsmen are likely to compete.

The games have an Appeal Fund target of £1.5 million, and anyone who would like to help over sponsorship schemes should contact the Games office at Canning House, 19 Canning Street, Edinburgh, EH3 8TH. Incentives include opening ceremony tickets for winners of a sponsorship competition, and T-shirts.

Wearing the flag for Navy Days

IT'S not only ships that can wear the flag for Portsmouth Navy Days. You too could be dressed overall in RN colours, for Navy News T-shirts and sweatshirts will be on sale at the event.

The shirts are modelled here by Michelle, promotions girl for Meakins Sports, our suppliers of the garments.

The quality-printed shirts will be available during the naval show on the Bank Holiday week-end of August 24-26. They will be obtainable from the Navy News stand near the HMS Victory arena.



Bargain prices of the Navy News shirts are:

Adults T-shirts — £2.99 each.

Children's T-shirts — £1.99 each.

Sweatshirts (adults only) — £6.50.

● The Great Navy Show — Page 12.

Major schemes to streamline S and S for the 1990s



"If we've got to do all that, we reckon we should dress for the part!"

IN THE next few years, the Supply and Secretariat Branch will be facing a range of new schemes all of which will affect drafting — cross-training, new skills, wider responsibilities, etc. Some will be the most radical changes since the proverbial sliced loaf.

These changes are: centralised pay; Wren Writer training to combine (G) and (P) skills; responsibility budgets; OASIS II; Unit Administration Study(?); combined Cook(?) and Catering Branch; contract catering; ADP (already here but spreading fast).

The pussers have never been ones to stand still and, as we approach the 1990s we must respond to the needs of a modern service, which is now more than ever money and manpower conscious. But how will all of this effect S and S drafting?

Shortage

Well, centralised pay should reduce a number of Writer billets, but these will soon be swallowed up by such new ventures as OASIS II, responsibility budgets, and possibly some extra work coming out of the Unit Administration Study. So, as the emphasis on one skill fades slightly, another skill is waiting in the wings to take its place. There is a serious shortage of Writers, and this situation is likely to continue for the next two years.

Did you know that, in 1887, the Writers formed the RN

Writers Association? Their centenary is only a couple of years away, there are monthly get-togethers and an annual dinner. So if any of you young Writers would like to join — forms are available from FCWTR Dary Allen (HMS Centurion, Ext 2244).

Drafty is naturally involved in the implementation of combining the Cook and Caterer branches. Sea/shore ratios, advancement/promotion systems, and drafting to billets during the transition period are some of the more important aspects which will require careful handling. Add to that contract catering — again with its impact on sea/shore ratios — and clearly Drafty is in for a busy time in trying to maintain a service to the customers.

OASIS I has met with enthusiastic support from Stores Accountants (male and female). However, we now need a number of volunteers to expand their knowledge and become ADP-trained. A C240 will put your name in the hat.

By the time you read this article those S and S senior ratings who successfully applied for premature release will start

DRAFTY

to leave the Service. In the seven months between August and March, nearly 150 will retire under the scheme.

Unfortunately this will create some turbulence as 150 of you

are drafted to replace the 150 leaving, and then another 150 replace those who are replacing... and so it goes on.

It will be some time before the advancement/promotion systems catch up on the vacancies. Those who are leaving have a few months unproductive time (terminal leave, PRVT, outstanding leave); as vacancies only occur the day after TX dates, reliefs will not always be available immediately.

Failure rate

And then those who eventually are advanced/promoted will, as usual, be in the wrong place and need notice for draft. It's not going to be easy, but Drafty will try to keep the gaps and turbulence to the minimum.

The failure rate is still far too high in exams for higher rate. Start working now to better yourself and earn some extra cash.

SUPPLY AND SECRETARIAT DRAFTING TEAM

Drafting Commander — Cdr H. A. Diver.

Writers and SAs — First Officer Chris Dyer (joins late August), CPOWtr Ken Matthews (Senior Rates), POWREN Sue Lane (Junior Rate) and all QAs ETS and FS), POWTR Dave Wilson (all SAs).

Food Services — Lieut-Cdr Brian Ward, POWTR Ossie Hum (Cooks), POWTR Mick Johnson (Stewards), LWTR Pete Barnard (Caterers).

Radical changes in store for pussers

Fresh team for medics

TUCKED away in a corner of Drafty's empire is a very busy little section looking after the medical and dental ratings.

Whether you are a dental hygienist putting a Rolls-Royce polish on our teeth, or the LMA tending to a patient's black eye after deck hockey (been playing the wardroom again?) — your drafting is in the hands of a new team.

Superintending Nursing Officer Jill Last QARNNS, joined us from Haslar in June, and is assisted by POWREN Julie Salter, not forgetting WREN WTR Sandra Robinson who helps out on the SAs drafting desk as well.

VISITS

The new team will start a round of visits, travel budgets permitting, in the autumn.

The main problem in medical drafting is the shortages of volunteers for S/MS from the POMAs. If you are fit, under 35, and have three years' worth of VG Sat (or higher) — and keen to join the deep and silent brigade — how about volunteering for S/MS? A C241 will start the ball rolling.

Why do we all call MA ratings "Doc" but refer to medical officers as "The Quack"? Food for thought, but no letters please!

The vacancies created by the 150 leaving under the Premature Release Scheme will take huge chunks out of some rosters, particularly the cooks who have a long wait from LCK to POCK. Now is the time to seize the chance while it is in your favour.

Misunderstanding

It is a common misunderstanding that there is a WRNS Drafting Section. In fact, WRNS ratings and their male counterparts are drafted by the Drafting Officer for their specialisation — e.g., STDS, SAs, ROs, RPs, WTRs.

Some branches have no male equivalents, such as the MT Drivers who are in the tender care of FAA Drafting. QA, ETS and Family Services are in the care of the Writers Drafting Desk.

There is always a WRNS officer in Drafty's organisation, and many WRNS senior ratings are employed in drafting. So our ladies can rest assured that their interests and problems are well understood.



"Well now, what's your problem?"

CUT TO THE BONE!

A BONE of contention between HMS Vernon and HMS Dolphin has been laid to rest after 36 years.

Since its origins in 1948, the Bone has become a tradition of the two establishments which face each other across Portsmouth Harbour entrance. But with the closure of Vernon due next year, the last of the annual "Bone of Contention" dinners was held at the mine warfare school on June 20.

NOISE

It all began when the post-war commanding officer of HMS Vernon (Capt. J. Hughes-Hallett) objected to the noise made by submariners returning past his home late at night, on their way to Dolphin via Vernon's pierhead.

He made them use the extreme perimeter of his establishment, so quadrupling the distance they had to walk. The commanding officer of Dolphin was not amused and the Bone of Contention was born.

When Capt Hughes-Hallett left, the officers of Dolphin presented a large and unsavoury marrowbone to Vernon as a prize to be contested for each year by way of zany sports.

This year the challenge was presented by Cdr Ken Flindell



Wearing an old-style diving suit and flanked by officers of the Long Mine Countermeasures and Clearance Diving Course, Cdr Ken Flindell reads the "Bone of Contention" challenge to HMS Dolphin for the last time.

RAN, Commander of HMS Vernon, and received by Cdr. Alistair Johnstone, Commander of HMS Dolphin. Guest of

honour was actor Richard Vernon, a descendant of Admiral Vernon after whom the mine school was named.

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Apollo stays sharp

ALMOST 15 years since her launch, HMS Apollo has been given new eyes and ears in an £11-million refit at Devonport.

The Apollo, one of only four gun-armed Leander-class frigates remaining in service with the Royal Navy, has emerged from the ten-month revamp with new communications and sonar equipment.

Guests of honour at the ship's rededication on June 28 were Cllr and Mrs Harry Rowe, Mayor and Mayoress of the Apollo's affiliated town of Scarborough. Other guests included the Captain of Devonport, Capt Christopher Belton, and Messrs Brian Blake and John Knox, joint project managers.

The rededication cake was cut by Mrs Jane de Halpert, wife of the frigate's commanding officer, Cdr Jeremy de Halpert. She was helped by the vessel's youngest rating, 17-year-old JMEM(M) Paul Squires.

HMS Apollo's appearance has changed little since she was built, her weapons fit having remained unchanged apart from the addition of a 20mm Gambo close-range air defence gun mounted on the stern after the Falklands war.

COD WARS

Since she entered service, the Apollo has steamed a total of 370,000 miles. In the early 1970s she was involved in the Cod Wars with Iceland, during which she was rammed by an Icelandic gunboat. Later that decade the frigate deployed to the Arabian Gulf, the Mediterranean, and carried out a wide variety of duties in European waters.

In 1978 she conveyed the Governor designate to Gibraltar and after being refitted there she undertook guardship duties for the royal visits to Italy,



Sicily and North Africa.

She joined HMS Ardent on Gulf patrol in 1980, and in 1982 was one of the first group of ships to relieve the combatants after the Falklands war.



HMS Apollo pictured shortly before her £11-million refit. Her upper deck will be open to visitors during Portsmouth Navy Days.

FACTS AND FIGURES

Displacement: 2,860 tons gross. Length: 113.2m. Beam: 13.1m. Draught: 5.5m. Armament: Two 4.5-in Mk 6 guns in twin turret; two 20mm Oerlikon guns; one 20mm Gambo gun; one GWS 22 Seacat surface-to-air missile system; one Mk 10 anti-submarine mortar; one Wasp helicopter with the capability of delivering air-to-surface missiles, homing torpedoes and depth charges. Main engines: Two General Electric steam turbines driving through double reduction gearboxes and each producing 15,000 shp. Boilers: Two Babcock and Wilcox Y160 controlled superheat boilers. Speed: 29 knots. Complement: 235 (15 officers and 220 ratings).

Executive jet ship . . .

MOST notable of HMS Apollo's eight predecessors was a fast minelayer of the Second World War which, with a remarkable top speed of 42.5 knots, was used as a VIP transport during the Normandy landings.

The 2,650-ton ship, launched in 1943, took the Allied Commander-in-Chief, General Eisenhower, and the Allied Naval C-in-C, Admiral Sir Bertram Ramsay, to the beaches on D-Day plus one. At the end of the war she was again used as an "executive jet" to convey the Crown Prince of Norway back to Oslo.

Later, until 1962, she was used as the occasional flagship of the Commander-in-Chief Fleet.

First Apollo to serve with the Royal Navy started life as the French East Indiaman Apollon, captured during the Battle of Finisterre in 1747. She served briefly in the

East Indies as a 20-gun hospital ship until she was wrecked in a hurricane.

Her successors between 1763 and 1856 were four fifth-rate frigates, two of which also foundered in bad weather. The last of the four was a 38-gun ship of 1,080 tons whose long and distinguished career, spanning 51 years from 1805, included an eight-year spell as one of King George IV's royal yachts between 1822-30. She was later converted to a troopship and as such saw service in China and the Crimea.

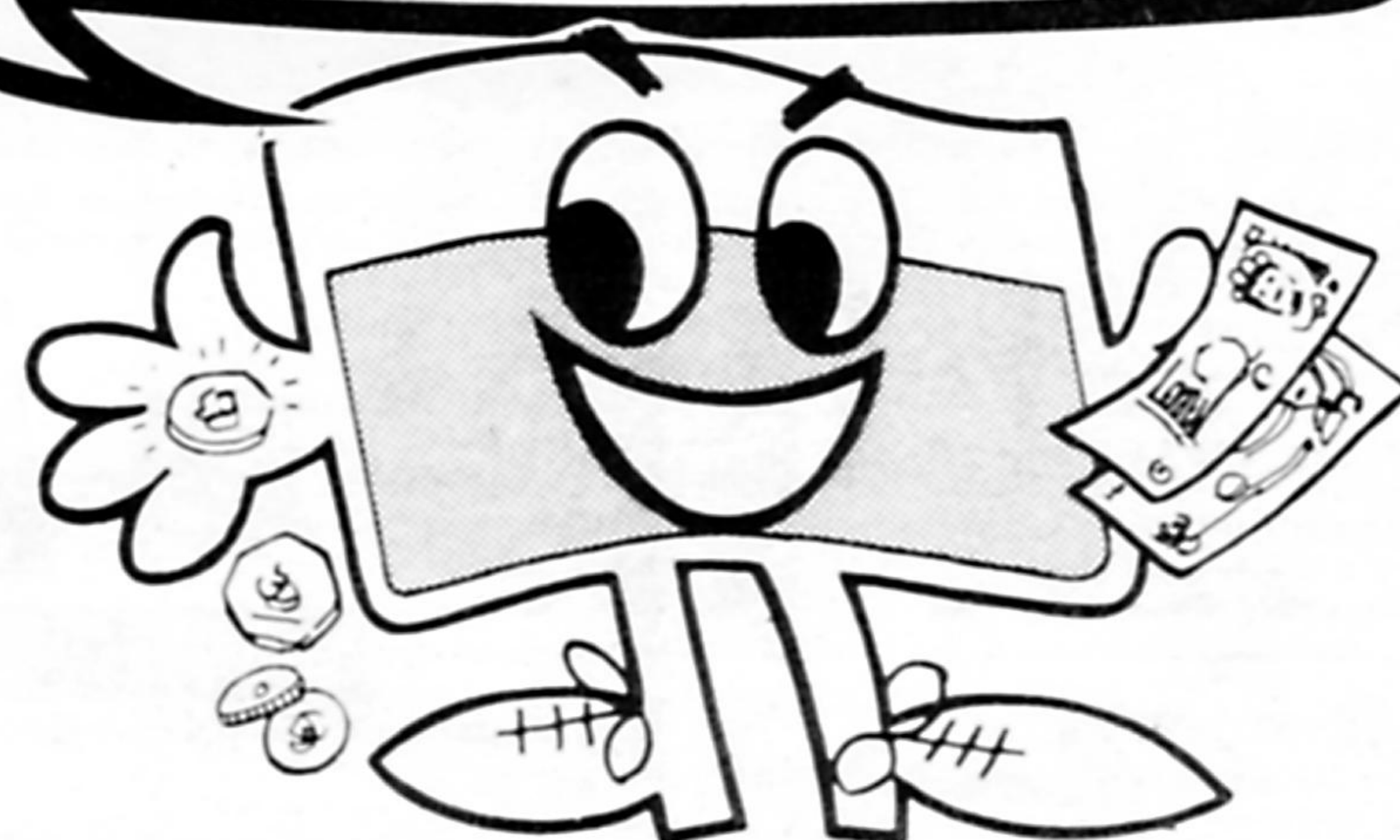
Seventh Apollo, a 7,000-ton cruiser armed with eight 6-in guns, was commissioned in 1936, but was transferred to the RAN only two years later. As HMAS Hobart she survived the Second World War with a distinguished record, having seen action in the battles of the Java Sea and Savo Island as well as in many minor engagements in the South West Pacific.



The Mayor of Scarborough, HMS Apollo's affiliated town, inspects the guard at the ship's rededication at Devonport. He is accompanied by the Apollo's commanding officer, Cdr Jeremy de Halpert.

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Cobbras!

IT WAS with some interest that I read (Drafty, June issue) of the call for volunteers for service in 148 Battery from ROIs and now LRO(G). In my day we were telegraphists, etc.

I was a member of what was then called a "COBBRA," and we did all the training now mentioned — parachuting, commando, and, in fact, all Special Service training.

We served in every theatre of the Second World War. Good luck to the new COBBRAS. — G. D. Backhouse, Stafford.

Bedouin tribute

I WAS very interested to read Mr. W. H. Bradshaw's letter (June issue) referring to the tribute to HMS Bedouin. It was a lovely gesture to drop flowers at her resting place and in memory of those lost.

My husband, J. H. Olding, was an ERA in the Bedouin at that time, and was captured by the Italians and taken prisoner for the next three years.

I have happy memories of the ship, both as she was being built, and when she was commissioned. — (Mrs.) Marion Olding, Portsmouth.

HOT FLUSH

SEEING the photograph (June issue) of the new facilities at Rosyth reminded me of the old heads on the dockside.

They consisted of a block of individual compartments with a communal flush at the end, this flowing through each one.

Knowing Jack, the obvious happened. A ball of toilet paper was placed in the water and lit, the flaming mass passing through the whole system with the obvious consequences to the occupants. — G. Holt (ex-LEM), Langley, Berks.

Pension perks, please!

BEING a Service pensioner I have just completed a long-promised visit to the United States.

It was noticeable that US veterans, apart from larger pensions, had privileges such as free medical and dental treatment for themselves and family, and various other recognitions for serving their country.

It would be welcomed if the Ministry of Defence considered a few "perks" for UK pensioners, for example: half-fare rail travel cards and maybe a little more duty-free allowance after being abroad to compensate for the years spent abroad in service while still paying UK income tax.

That would not be a lot really, compared with our favoured allies. — "Topsy" Turner, (ex-PO Tel), Newcastle-upon-Tyne.

Admiralty

Board

WHAT is this strange being "The Navy Board" which crept into your columns in the May issue?

The term "Navy Board" was struck out by the House of Lords when the integrated Ministry of Defence legislation went through Parliament in 1963. The Defence (Transfer of Functions) Act, and Admiralty Board, was substituted, thus preserving the historical continuity of the former Board of Admiralty.

Despite recent administrative innovations, this is surely still the position today and should be just as zealously safeguarded. — Patrick Connelly, Shirley, Croydon.

Chatham

vigil

SINCERE thanks to "Dicky" Bird for the nice letter (June issue) which he wrote about my lone visit to Chatham to place flowers on the War Memorial on VE-Day.

Like Mr. Bird, I was rather upset that no other flowers or tributes had come from the town of Chatham to mark the occasion. Meeting him made my day.

Incidentally, a charming Chatham girl shared my vigil on the War Memorial that day. Her name was Hayley Gould, and she walked with me all round the memorial, reading out with pride each name of those who died. — Charles (Stormy) Winters (ex-MGB 647), Sheldon, Birmingham.

Dunkirk

'drifter'

WRITING about the Dunkirk evacuation, Mark Major asked (April) if anyone knew the identity of a "drifter" in the corner of Dunkirk harbour on the night of May 31-June 1, 1940.

Records of vessels arriving at Dover that night list several vessels, but I would suggest that the most likely vessel was the Lord Inchcape, minesweeping craft. — B. M. Flavill (ex-torpedoman), HMS Havant at Dunkirk. Now Leicester.

Indian clubs still in business

I AM writing to ask if the noble art of Indian club-swinging is now defunct in the Royal Navy?

I was taught to do this in 1919 by a very fine leading seaman who was later admiral's coxswain to the late Admiral Sir Edward Evans, Commander-in-Chief The Nore.

Another who once held a record was Able Seaman Covington, who served with me in HMS Repulse in 1929. Norman H. Porter, Hull, North Humberside.

● Club-swinging, although considerably reduced, is not a dying art. It is largely restricted to the PT Branch and display teams, and is most often seen in the form of displays with lighted clubs or cutlasses. It still has a small slot in the PTI course syllabus.

Crossed Indian clubs are, of course, the badge of the PT Branch, which is why members of the branch are known traditionally as "club swingers." — Editor.

A FRIEND and I are interested in the state of the MES branch in submarines.

We have both been passed for our rate for a number of years, myself for PO and my oppo. for killick. Each month we check the points roster in the Navy News and it does not seem to move.

Inquiries provide little information and I wonder if you can find out about any movement in our branch.

As far as we know there have been no B13s issued in the last 18 months, but there are quite a few people rated-up acting local, which seems to be making a farce of the points roster. — "Stokes," Scotland.

● In reply to this, Drafty tells us that local acting advancements

LETTERS

Write to the Editor, Navy News, Barham Block, HMS Nelson, Portsmouth, Hants PO1 3HH.

are approved by commanding officers to fill temporary shortfalls in complement, while substantive advancements approved by HMS Centurion are made to a MOD authorised level.

Over the past two years a total of ten form B13s have been issued to the PO level and 29 to leading hand. But it is envisaged that the recently-approved premature releases will create more advancements in the short term.

Pension poser

IT WAS interesting to read (June issue) about the 32-year career plan to be introduced for senior ratings next year.

Quite rightly, the report pointed out that anyone taking this up would be delaying becoming a "civvy" again until age 50 or more.

This in turn means having to find a civilian job at this age to keep things going for the following 15 years until qualifying for final retirement.

In my own case, I completed 22 years in 1949 and left as a CPO Writer, and found it very worrying at age 40, with a family, trying to find a job. It could be worse at age 50.

Are there any indications, I wonder, that a contributory

pension scheme might be introduced during the last ten years of service, thus enabling the normal Navy pension to be increased? — E. N. Jackman, Newcastle-upon-Tyne.

Sandpiper's Water Lily

I WONDER if any readers can help to trace surviving members of the ship's company of the Royal Navy gunboat HMS Sandpiper, who served in her at Changsha, China, in 1938?

In November of that year the Sandpiper's crew interrupted their efforts to evacuate foreigners to safety as invading Japanese troops closed in, to save the life of a Chinese baby.

They fished the drowning four-month-old bomb victim out of the river after an air raid, and nursed her back to health. Later the ship's company lined up on deck to see her baptised.

An English missionary, Barbara Simpson, was present.

Does any crewman recall this incident, and perhaps may know anything about Miss Simpson or what happened to the baby, named Water Lily. — Don Briggs, Knutsford, Cheshire.

How Glowworm lost a life . . .

READING Alvin Hopper's letter (June issue) recalled to mind an incident in early 1940, which some Glowworm survivors and the crew of HMT Stella Leonis plus boarding party may recall.

We were working with the destroyer on contraband control. She intercepted suspicious merchant ships and then called the minesweeper by light or wireless to put a party on board if required.

One night, when freezing fog added to difficulties, we were hurrying after the Glowworm flat out (14½ knots) and went into a thick bank of fog.

We emerged from it, and there, laying stopped, beam on, was the destroyer 75 yards away.

Being the signalman I directed an Aldis lamp on to her, and our skipper (McKay) grabbed the wheel and spun it hard to port.

On seeing the light, the Glowworm personified the old saying, "A . . . down and away," and she shot off like an MTB. We missed her starboard

quarter by about five yards.

Back in Harwich later, the captain informed our skipper that the incident meant that the Glowworm had eight more lives left. Unfortunately, the German Hopper had other ideas.

I met some of the survivors in a prisoner-of-war camp, having been sunk myself later on. — J. Sharpe, Maidstone.

Setting

the seal

I WAS interested to see the picture of John Gibson holding a fur seal pup in South Georgia (April).

While visiting South Georgia on the whaler Southern Harvester in 1955, I photographed a fur seal, and was told they had been virtually exterminated by sealers in the early part of the century. It is good to know there is now a colony of the creatures. — G. L. Bolt, Surg. Lieut.-Cdr. RNR (retd.), Queen Elizabeth Hospital, King's Lynn.

Thanks from America

LAST spring there were many Royal Navy ships on the east coast of the United States.

After the visit to Baltimore by HMS Plymouth there came the real "invasion" at the end of May with HM ships Brazen and Diomed, and four Hunt-class MCM ships to Washington DC (the Brecon, Cottesmore, Dulverton and Chiddingfold).

Baltimore's inner harbour is the pride of the

city, and the Brazen's visit became better known because Prince Andrew was one of the officers.

I would like to express my thanks to the officers and men of HM ships Plymouth, Brazen, Brecon, and Cottesmore in which I spent some very happy hours.

HMS Brazen, in particular, had the finest visitors' day (in terms of what was open on the ship) I have ever attended. — John Barnard, Maryland, U.S.A.

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Jack

BY TUGS



Bombay 'yard old-timers in demand

MIGHT I enlist the help of readers in trying to trace old-timers who served in India prior to 1947, and specifically in Bombay Naval Dockyard.

This year marks the 250th anniversary of that dockyard, and the present Admiral Superintendent, Vice-Admiral S. B. N. Singh, has asked for my help in tracing people who served there with a view to either eliciting reminiscences or better still, visits to India in January 1986 for the culmination of the celebrations.

Pompeyites particularly, but Navy men in general, will be familiar with the sight of the Foudroyant, but I wonder how many know that she was built in Bombay Naval Dockyard in 1814.

She is said to be the oldest warship afloat, which is quite a feather in the Bombay cap, so it is a proud tradition that I have been asked by Admiral Singh to research, and I shall be most grateful for any help your readers can give. — **W. M. Howard** (Captain), Naval Adviser, British High Commission, c/o FCO (New Delhi), King Charles Street, London SW1A 2AH.

Walked

□ on water

I HOPE the HMS Dryad ratings who according to your report (July issue) walked west from St Bees Head to Robin Hood's Bay had water wings with them.

Surely they should have walked east! It could be that we had better navigators during my time in the Navy than we have today. However, well done lads in a good cause. **H. Robinson** (ex-sig), Windermere, Cumbria.

● A slight compass error has to be admitted — **Editor**.

Don't axe the Display Team

ALTHOUGH not one for writing letters, after seeing the RN Display Team at Stafford County Show I feel I must put pen to paper.

Normally the only nostalgia we Midlanders get is from Navy News, and the occasional visit to Navy Days, but I and many more ex-matelots got tremendous pleasure from the team's

performance. And so of course did the crowds of civvies.

I was appalled to learn that the team is to be disbanded due to economy cuts.

Surely taking the Navy inland is an essential part of public relations, not only for ex-matelots but for the good of the Service. I hope there is a "stay of execution" for a very fine team displaying the Navy at its best — **Stuart Turner**, Stafford.

BEING a small northern town we seldom have the opportunity of seeing a military tattoo. However, on May 25 and 26 we were privileged to witness a brilliant display by the Royal Naval Display Team.

As a Royal Naval Association branch we entertained these young gentlemen after the display, and the only word we can use for the way they behaved is "exemplary."

We cannot express too strongly our opinion that the best recruitment campaign ever devised by a service is this display team.

Modern youth could learn a great deal from the manners

and friendliness of those in the unit.

We would beseech authority to reconsider the decision to disband the team at the end of this year. **Albert Inman**, (chairman), Oldham branch RNA.

Cooks on the boil in new jackets

REGARDING the letter concerning cooks' safety in last month's Navy News. I have been in the Navy ten years and have not yet found any problems with the safety of the clothing.

Chefs are mainly in the containment party if they are on fire and emergency duty, which means boundary cooling, not coming in direct contact with the flames, so I think we have adequate clothing. Also I have had the displeasure of wearing these new cooks' jackets and they are uncomfortable in hot weather when ventilation is not so good — especially in older ships — and when serving in hot climates.

I think it would be unwise to even think about giving chefs these new jackets in ships. It's uncomfortable enough in a T-shirt in hot weather.

As for thicker cotton trousers, I suggest the writer does a seven-month deployment in the Far East or USA wearing his "fancy gear" and then tell us what he thinks about the safety of cooks or the dehydration of chefs. — **Cooky Boy**, BFPO ships.

Orestes aid □ to recovery

THROUGH a mention in Calling Old Shipmates (December issue) I have now contacted 12 who served with me in HMS Orestes.

After I had a major operation, two of them, Eric Wakeham and Cyril Keen,

How Relay can help AB Smith

IN REPLY to "Wondering" (June edition) I would like to make it clear that the Automobile Association's Relay service would most certainly provide assistance to "AB Smith" if he has to leave his broken-down car and return to his ship by train.

In fact we undertake many unaccompanied recoveries. Providing "AB Smith" had contacted us to arrange suitable means for the location of keys and some form of identification (say an envelope addressed to him) he could have rushed back to his ship secure in the knowledge that AA Relay would have taken his stricken vehicle to any UK mainland destination he desired. — **David J. Filsell**, Manager, Public Relations, The Automobile Association.

● A letter along similar lines has also been received from Mr. J. Dale, of Horsham, West Sussex, an ex-sailor now an AA patrolman. — **Editor**.

made a 500-mile round trip to visit me in hospital; also another shipmate, Bert Bates, who with his wife called on me after I left hospital.

I had not seen any of these lads since we were all together in the Orestes, 18th Minesweeping Flotilla, on D-Day 40 years before. They certainly helped my recovery.

The reunions show the comradeship existing in the Service, and also what a small notice in your paper can do. — **Jim Fisher** (ex-AB), Cromer, Norfolk.

Portsmouth □ confusion

REPLYING to the HMS Portsmouth name query (April), there have been 13 vessels of the name, the last being in 1810.

The reason for the erasure by the Naming Committee was, as I understand, that in the early years of cross-country signalling by shutter, and then semaphore, signals for the two Portsmouths could cause confusion.

In later years, HMS Victory

barracks could be confused with the Victory ship, and the former became HMS Nelson.

It is strange that Chatham and Pembroke were not erased, but that Devonport, Gosport and Portsmouth were. — **R. E. S. Harris**, Portsmouth.

Heavenly □ Osborne

THE LETTER of Lieut.-Cdr. J. V. Haddock (May) reminds me that I apparently started the correspondence with a letter pointing out that Earl Mountbatten had begun his naval career not at Dartmouth, but at Osborne.

I write now to commend Lieut.-Cdr. Haddock's suggestion of a book, and to suggest that it give prominence, possible even as its title, to a reply given by a great friend of my family, C. S. Pelly, who was a year senior to me there.

When asked by a friend after his first term there (summer 1916) what Osborne was like, his answer was, "If Heaven's like Osborne, it will do." — **C. A. Herdman** (Cdr. RN, ret.), Strabane, Co. Tyrone.

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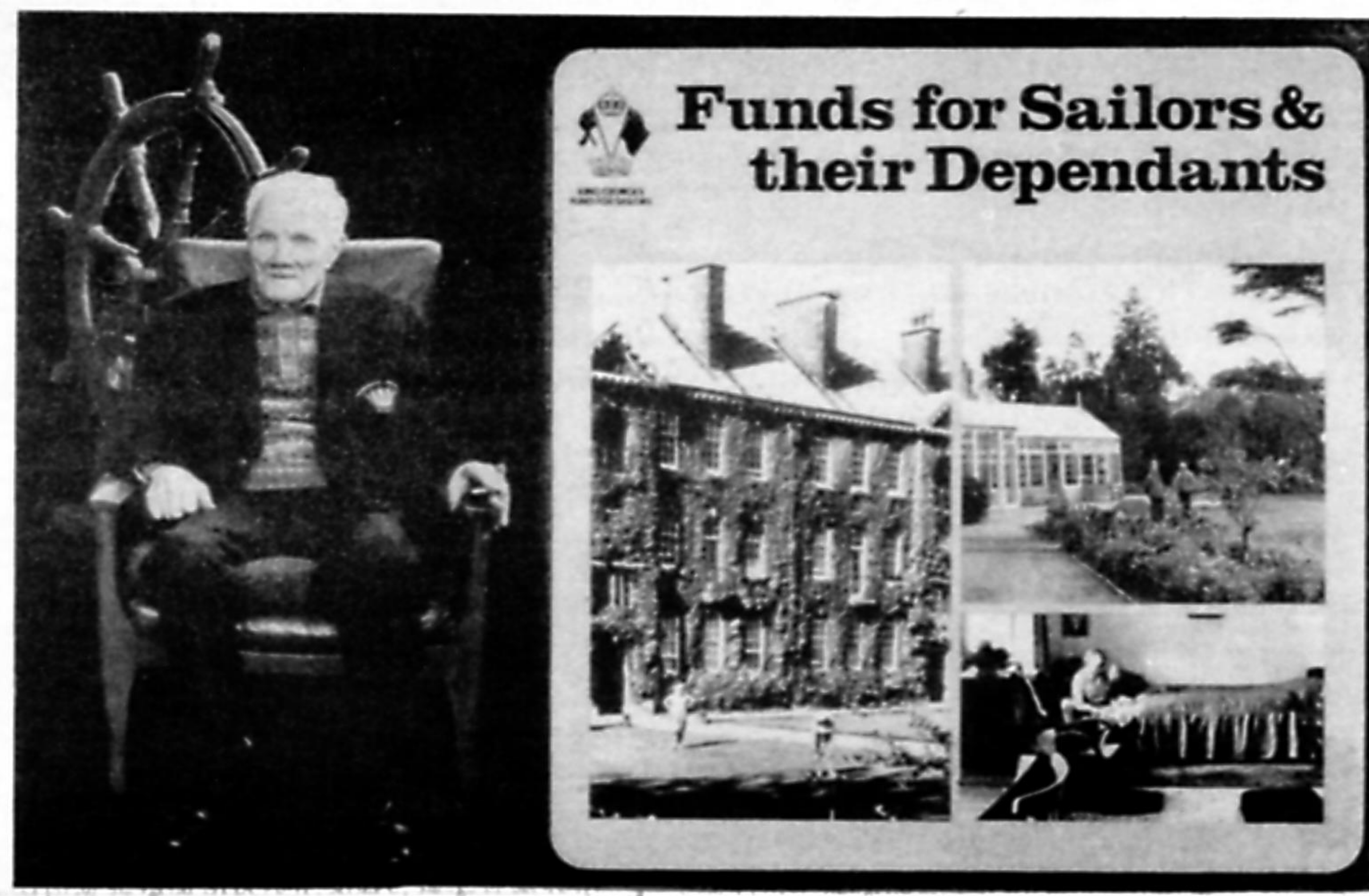
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KGFS remains the central and the ONLY fund which covers ALL maritime charities.

THANK YOU FOR YOUR SUPPORT IN THE PAST WHICH WE HOPE YOU WILL FEEL ABLE TO CONTINUE TO GIVE IN THE YEARS TO COME



Countess will unveil plaque at Osborne

A memorial on the site of the old Royal Naval College at Osborne, Isle of Wight, will be unveiled by the Countess Mountbatten of Burma on August 14.

Visitors to Osborne House had noticed that there was virtually no visible trace of the old college where so many naval officers received their earliest education before Dartmouth was built.

So a few surviving former cadets, with the encouragement of the Department of the Environment — which is responsible for Osborne House and its grounds — and the approval of the Ministry of Defence, arranged to erect the plinth with an appropriate memorial plaque on the old college site.

SUBSCRIPTIONS

Those surviving former cadets wishing to subscribe towards the cost of the plaque are invited to send a cheque, not exceeding £10, payable to the RNC Osborne Memorial Fund, c/o Sir George Bull Bt., 11 Stone Buildings, Lincoln's Inn, London WC2A 3TH.

Former cadets wishing to attend the noon unveiling ceremony, which will be followed by refreshments at Osborne House, should write to Miss Green at Room C 11/20, Department of the Environment, 2 Marsham Street, London SW1.

The late Earl of Mountbatten of Burma, father of the Countess, was a former Osborne cadet, a member of the Exmouth term of 1913.

Book aids war fund

THE South Atlantic Fund has so far benefited by about £1,260 as a result of one of the few books on the Falklands war to be written and published in the French language.

Author, retired Belgian naval officer Cdr Roger Planchard, decided to dedicate all the profits from "La Guerre du Bout du Monde" (War at the Bottom of the World) to the Fund. And this summer he presented a cheque for 100,000 Belgian francs — the first instalment of the royalties — to the British Ambassador in Brussels, Sir Edward Jackson.

The Ambassador was accompanied by Col. Tom Seccombe, who led one of the Royal Marines units in the war, and by the Naval and Air Attache, Wing-Cdr. Tony Terrett.

Honour Board

HMS Glamorgan is now displaying her first Battle Honour for the Falklands, crafted for her by woodcarver Mr. Trevor Ellis, of Emsworth, Hampshire.



Tower of strength

LIVING up to her name, RFA Diligence provides an engineering service to ships of the Falklands task group.

The Diligence — the vessel with the "tower block" flight deck — is the forward repair ship for the group and is operated by 40 RFA crewmen and 95 member of Naval Party 2010.

HERALD'S EYE VIEW OF SPANISH INFERNO



A PILLAR of smoke arcs across the Gibraltar sky after an explosion on board two tankers discharging across the border in Spain.

This picture was taken over the bows of HMS Herald when she visited The Rock en route to another spell of duty in the South Atlantic.

The survey vessel left Britain in late May and is now on station. On her way down the west coast of Africa, the ship's company organised many events, including a fishing competition won by MEM(L) Buffone, who hooked a 100-lb. shark.

Plain sailing for Penelope

MANY of HMS Penelope's sailing enthusiasts will be able to have hours of enjoyment while the frigate is deployed in the South Atlantic, thanks to the delivery of a Spark catamaran to the ship at Plymouth.

The catamaran arrived by courtesy of Mr Kim Stephens of Panharcraft and is for use while the ship is away.

CENTENARY YEAR 1985

SSAFA says "thanks" and offers help.

"Thanks" for supporting SSAFA fund-raising events. The money helps maintain 1,100 Branches throughout the UK, staffed by volunteers who offer friendship, advice and practical help to Service and ex-Service families in need.

"Thanks" for contributing to the great Service and Regimental Benevolent Funds. Without the support of these funds, SSAFA could not operate. Without SSAFA, neither could they. Last year SSAFA paid out almost £1½m on their behalf, to those in real need.

Of course SSAFA's own funds were also used for grants — and for training our volunteers.

Getting the most from the State and elsewhere needs more than

well-meaning amateurs these days!

Please remember that SSAFA is close to your family back home. Whatever the problem, if you are worried and would like SSAFA to call round, tell us. We won't tell anyone else.

If you or your folks know of an ex-Service family who could do with a visit from their SSAFA friend, again please tell us. Help us to reach those who are either too proud to ask for "charity" or simply don't know that SSAFA exists to help them.

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Two new admirals

APPOINTMENTS

Home Command from December 12.

Capt. Grenier commanded HM submarine Ambush during the Indonesian confrontation in 1965-66. He was first lieutenant for the first commission of HM submarine Resolution, later commanded HM submarine Valiant and was Capt. Third Submarine Squadron 1977-78. He commanded HMS Liverpool on building in 1981, later becoming Captain of the Fleet on the staff of CINCFLEET.

Other appointments recently announced include:
Capt. N. F. Dingemans. Beaver in command December 12 and as Captain F9.
Capt. W. J. Davis. Fife in command. November 29.

Capt. H. Peltor. Glamorgan in command. January 2.

Capt. G. F. Laslett. Sultan in command. January 30.

Capt. A. E. Thomson. Captain of the Sea Cadet Corps. September 25.

Lieut.-Cdr. A. G. C. Black. As OIC Glasgow URNU and Attacker in command. September 23.

Lieut.-Cdr. F. P. Crews. Staff officer RNR South Wales Div and in command Waveney. November 19.

Lieut.-Cdr. M. D. Joseph. Fawn in command. November 19.

Galatea reunion

HMS GALATEA held a sea day reunion from Portland for members of the ship's company of the former cruiser Galatea, including survivors of the sinking off Alexandria in 1941.

A tribute in granite

BRITANNIA surmounting a tall plinth of Dartmoor granite forms the centrepiece of the newly completed Falklands war memorial, pictured here.

The monument was finished in time for this year's remembrance service held on June 14 — anniversary of the Argentine surrender.

Hundreds of islanders joined members of the armed forces to lay their wreaths at the 25ft. memorial which bears the names of all the ships, air squadrons and ground units which took part in the conflict.

Among those present at the gathering were the Military and Civil Commissioners, Maj.-Gen. Peter de la Billiere and Sir Rex Hunt.

Earlier, on May 23, 80 members of the present Southland Task Unit held a service at the

Type 21 Memorial on top of Campito Hill overlooking San Carlos Water and Falkland Sound.

On that date in 1982 HMS Antelope was sunk, her sister-ship HMS Ardent having been destroyed two days previously. Members of the ship's company of HMS Avenger attended the service, at which prayers were read by Captain Christopher Craig, Captain of the Fourth Frigate Squadron, and by CPOWEA S. J. Palmer (ex-HMS Ardent) and AB(M) S. Garrigan (ex-HMS Antelope). Both now serve in HMS Avenger.

The wreaths were donated by the Ardent Association and Devonport Branch of the Royal British Legion.



A run for their money

ROYAL Navy personnel in the Falkland Islands have in recent weeks helped to run up £770 for charity.

Jogging in sleet, snow and rain, a 14-strong relay team of RN and RFA men from RFA Diligence completed a 33-mile course in 3 hours 20 minutes to raise £420 for the Plymouth Leukaemia Fund.

Two Royal Navy sailors were also represented in a tri-service six-man team who ran from San Carlos to Port Stanley at the end of June. The relay marathon took 11 hours and was run over two days, taking in such places as Goose Green, Fitzroy and Bluff Cove.

RADIOS

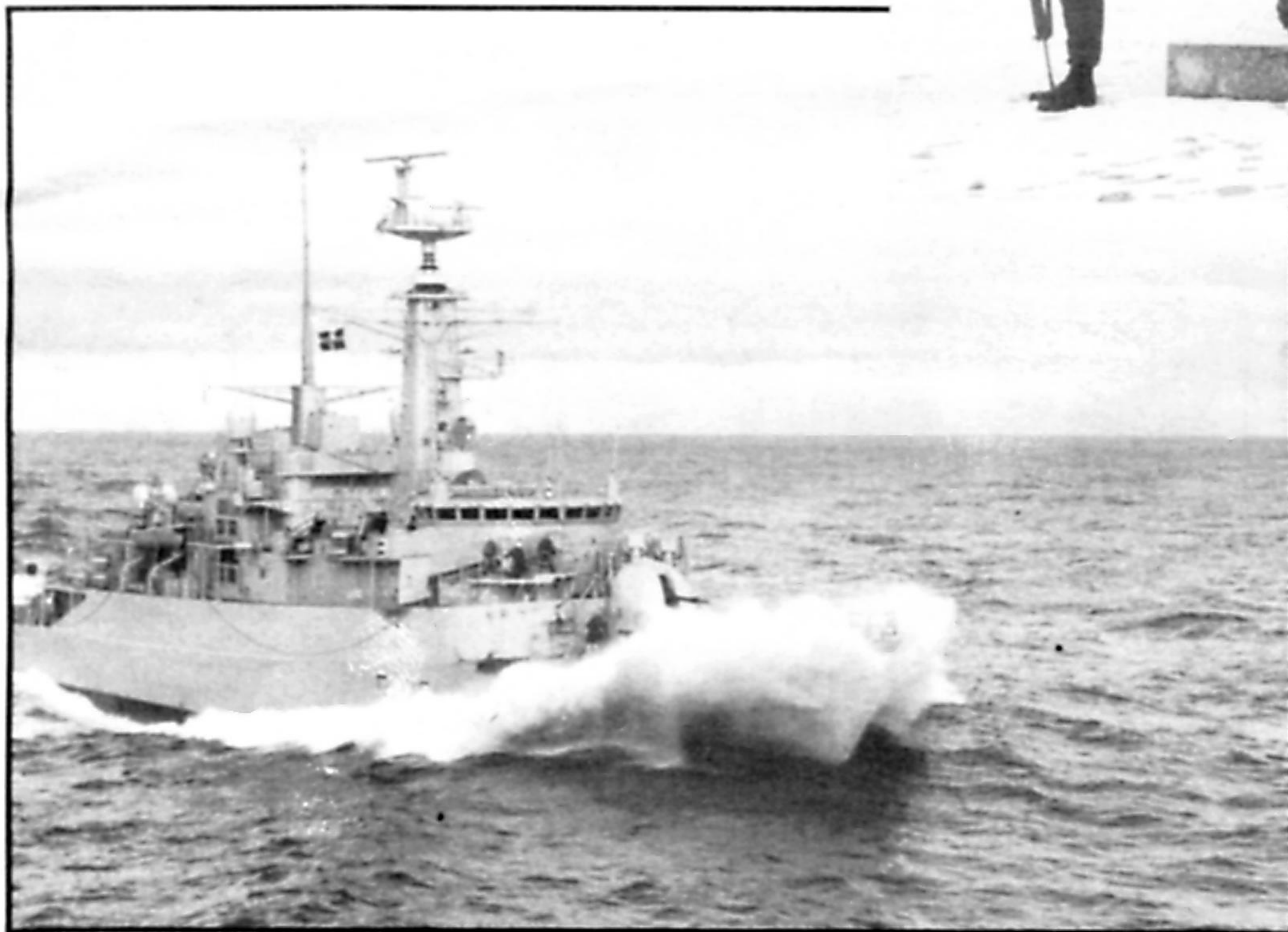
The team was expected to raise £350 to buy radios and other comforts for patients at Stanley military hospital.

All six Servicemen are serving at Kelly's Garden overlooking San Carlos Water, and on completion of the run were greeted by Maj.-Gen. Peter de la Billiere, Commander British Forces, and Mrs de la Billiere, matron of the hospital.

There was naval involvement, too, in the raising of £720 at a bring-and-buy sale held by the islanders at Stanley Town Hall. The event, in aid of Sir Galahad Life Boat Appeal Fund, was organised by Mrs Norma Edwards — herself an islander and wife of Lieut.-Cdr. Roger Edwards on the staff of HQ British Forces Falklands Islands.

Museum missile

A Sea Skua air-to-surface missile has been added to the Fleet Air Arm Museum's Falkland Islands exhibition. The weapon, of a type first fired in anger during the Falklands war, was presented by the makers, British Aerospace Dynamics, as a tribute to the officers and men of 815 Naval Air Squadron and the flights of HM ships Coventry, Glasgow, Ardent, Antelope and Penelope.



Just swell!

HMS Avenger ploughs through the South Atlantic swell as she prepares to RAS with RFA Olwen. Her ship's company includes men from HMS Ardent and HMS Antelope which were sunk during the Falklands war. The picture was taken by B.B.C. TV reporter Gavin Hewitt.

STANLEY 'FIRST' FOR BRAZEN

HMS BRAZEN returned to Devonport after a break in Baltimore, USA, on her way home from a five-month Falklands duty tour.

Down South she had been the first Type 22 to anchor inside Port Stanley, taking advantage of a recent survey by HMS Endurance. She also visited Mare harbour, the sea end of the new airport complex at Mount Pleasant.

SOUTH GEORGIA

There was a visit to South Georgia and, much praised and endlessly photographed though the island is, no one was disappointed by the reality, reports

the ship. Some people spent several days continuing the restoration of Grytviken church, a project started by other RN ships.

The run to Baltimore on the passage home proved a huge success and some ship's company members also made trips to Washington and New York. Among a series of activities, the WEO, Cdr. Nick Hillier, inspected an honour guard at Fort McHenry, while more than 5,000 people went on board in two days.

Sultan's super mileage

APPRENTICES from HMS Sultan were among the prizewinners at the Shell-Motor Mileage Marathon at Silverstone. The lightweight three-wheeler craft developed at the establishment was runner-up in the Shell Super-Mileage Project, a special award for student teams.

The Mileage Marathon is for vehicles specially designed for maximum petrol consumption and the Sultan entry, driven by artificer candidate Jamie Dirk, covered the equivalent of 851 miles per gallon in a measured ten-mile test.

A team from the Drumbeat Club, HMS Drake, reached the

NAVY NEWS IN BRIEF

semi-finals of the 1985 Naafi Carlsberg national team darts championship, held at RAF Brize Norton. POCK Lenny Spray, LCK Martin French and CKs Steve Izzard and Martin Law, competing against eight other teams in the final play-offs, won £101.

Mrs. A. Longley, headmistress of Roedean School, inspected ceremonial divisions and took the salute at the march past at HMS Vernon, the RN School of Seamanship, Minewarfare and Diving. A close bond was formed between the two establishments when

Vernon was evacuated to the Brighton school in 1941.

Capt. Alistair Macdonald, Controller Regional Operating Centre Channel, officially opened the NATO Integrated Communications System building at Pitreavie on June 17. The new centre will enable faster, more secure and more survivable communications throughout the NATO area.

During a visit to HMS Dolphin, the Bishop of Portsmouth, the Right Rev. Timothy Bavin, viewed the newly decorated memorial chapel where a Roll

of Honour to all submarines lost in battle is kept.

Four Sea King helicopters from 846 Squadron at Yeovilton provided a large part of the air mobility for two TA Regiments of Light Guns on the 2nd Infantry Division's Exercise Northern Outlaw on the Otterburn Ranges in Northumberland.

A replica of the First World War Sopwith Pup biplane — the Royal Navy's first aeroplane to land on a ship at sea — has been bought by the Fleet Air Arm Museum at Yeovilton. The replica came under the hammer at an auction of the contents of Paul Raymond's "Theatre of War" exhibition at the Whitehall Theatre, London.

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JAMBO KENYA!

Mombasa visit a happy interlude

WHEN HM ships Manchester and Andromeda returned to their base ports of Portsmouth and Plymouth last month their ships' companies brought home with them happy memories of a 12-day visit to Mombasa, Kenya, during their six-month Gulf patrol.

The two ships, in company with RFA Brambleleaf, combined the visit with a self-maintenance period halfway through the deployment.

A party of wives flew to Mombasa for the visit, benefiting from the excellent low-season rates offered by local hotels.

Ships' companies had the



chance to take a well-earned rest and see some of the country's magnificent scenery and wildlife.

Local hospitality was of the highest order, with large numbers of sporting events being held against local clubs. The Manchester's squash team lost

5-0 to a high-quality side from Mombasa Sports Club and the Nyali Golf Club ladies' team beat a combined Manchester-Andromeda team by one match in a hard-fought tussle.

The Manchester welcomed a variety of visitors, all of whom were seeing a stretched Type 42

for the first time. Two special guests were the Duke and Duchess of Manchester, residents of Kenya, who were presented with a framed painting of the ship at the end of their visit. Sadly, the Duke died of a heart attack four weeks after the visit.

As well as sea cadets and sea

scouts, the British expatriate community was much in evidence and tours of the ship invariably ended with the guide being invited out for a family meal and a look at Mombasa's active nightlife.

With both warships refreshed and repainted, and Manchester

with a new Tyne engine, the task group headed for the Seychelles for an enjoyable five days before an extended patrol in the Gulf of Oman.

On June 22 the patrol duties were handed over to HM ships Exeter and Charybdis in the Red Sea.



Brothers Rodney and Christopher Daw, both leading stores accountants and serving in HM ships Charybdis and Andromeda respectively, met in the Red Sea when the two ships rendezvoused for their Gulf Patrol handover.

Rodney (left), two years older than his brother, left Plymouth with the Charybdis early in June for the Gulf. Christopher, who left UK in February and returned to Plymouth last month, was joined by his wife for the visit to Mombasa during the deployment.

LEFT: HMS Manchester, with HMS Andromeda outboard, berthed at Mombasa during their 12-day visit.

Ices and stickies on Lindisfarne's rig run

DURING a fishery protection and energy patrol in the North Sea, HMS Lindisfarne called at the Shell-Esso rig Auk Alpha and after discussion with the manager, Kim Styles, a former lieutenant-commander, arranged a personnel exchange.

Not being one to miss an opportunity to broaden the minds of young men, the Lindisfarne's coxswain, RPO Cox, led a party of junior seamen on board the platform for what was aptly named a "rig run."

The young seamen, on loan from HMS Dryad for sea experience, were taken to the platform by searider and exchanged

with five members of Auk Alpha's crew.

While on the platform the seamen were shown around the installation before visiting the canteen for ice cream and sticky buns. Meanwhile, on board the Lindisfarne, the rig men toured

the ship and joined the ship's company for horse racing and tiffin.

Earlier, at Rosyth, CINC-FLEET (Admiral Sir William Staveley) flew his flag in the ship for a farewell visit to Scotland.

DEBBIE CHARMS FAITH

Newly-crowned Miss Collingwood, Wren Debbie Carnell, made a big impression when she met cabaret artiste and impressionist Faith Brown shortly after being selected for the title in competition with ten other Wrens.

Debbie, a 24-year-old dental surgery assistant, was crowned by the Captain of HMS Collingwood, Capt. Ned Purvis, after being selected for her charm, personality and wit.



"It's got to be Gordon's."

NAVAL EVENTS FOR THREE GENERATIONS OF ROYALS ...

Kelly custom for Princess

IN MEMORY of Admiral of the Fleet Earl Mountbatten of Burma, Princess Anne visited HMS Mercury on July 6 to inspect 200 trainees of Kelly Squadron as well as 25 members of the HMS Kelly Reunion Association.

The Kelly, the destroyer commanded by Lord Mountbatten during the early years of the Second World War, is remembered in the title of the basic class at the Navy's communications training establishment in Hampshire.

It was Lord Louis' practice personally to inspect the Kelly Squadron, a custom continued after his death by Countess Mountbatten and the Prince of Wales.

On this occasion it was Princess Anne who arrived at Mer-

cury by a helicopter of the Queen's Flight. She was met by the Lord Lieutenant of Hampshire, Lieut-Col. Sir James Scott; the Commander-in-Chief Naval Home Command, Admiral Sir Peter Stanford; and the commanding officer of HMS Mercury, Capt. William Chatterton Dickson.

Her Royal Highness attended a parade of the ship's company and told them that although advances had been made in communications techniques, the basics must never be forgotten.

Referring to Mercury's proposed closure by the end of the

decade, she said that although there were historic ties with the site, it was perhaps more important that the training be carried out as efficiently as possible.

She paid tribute to the high standards at the establishment and complimented the smartness of everyone on parade.

The Princess took the salute at a march past, which included the Kelly veterans, and later attended a reception for officers and their wives and the Association members. She also met members of the ship's company, Mercury civilians and families of both.



Princess Anne continues the custom set by her great-uncle, Lord Mountbatten — the inspection of HMS Mercury's Kelly Squadron. She had a smile and a word for RO2 Mark Pateman, flanked by JRO David Riches (left) and JRO Kevin Donald.

Banquet at the palace

ONE of the most distinguished gatherings of the naval social calendar took place at Hampton Court Palace on June 25 to celebrate the 27th anniversary of the White Ensign Association.

The Duke of Edinburgh was guest of honour at the annual banquet, while the Royal Navy was represented by many admirals and senior officers, including the First Sea Lord and First Sea Lord designate (Admirals Sir John Fieldhouse and Sir William Staveley respectively), Commander-in-Chief Fleet (Admiral Sir Nicholas Hunt), Controller of the Navy (Vice-Admiral Sir Derek Reffell), and no fewer than 40 commanding officers of ships, submarines and establishments.

Dinner was held in five separate banqueting halls, and the caterers and musicians wore period costume.

Entertainment included music by the Royal Marines Band of the RM School of Music and a mast-manning demonstration by the Royal Naval Display Team. As the team will shortly be disbanded it was the first and last time they would appear at Hampton Court.

The Association was founded in 1958 to provide the RN, RM, WRNS and QARNNS with impartial, specialist advice covering financial matters and resettlement. Based on HMS Belfast, the Association is a registered charity and depends heavily on the financial expertise and help of the City of London.

The Duke of Edinburgh chats to LWM Anthony Wilson, button boy of the Royal Naval Display Team. Prince Philip presented him with a Hampton Court Tankard after the team presented their mast-manning show for guests at the White Ensign Association's anniversary banquet. On the right is the Association chairman, Admiral of the Fleet Lord Lewin.



Stirring day for HMS Raleigh

QUEEN Elizabeth the Queen Mother lent a hand in mixing the commissioning cake for HMS Ark Royal when she made her first visit to HMS Raleigh.

The cake mix, prepared by the Supply School at the Torpoint training establishment, was stirred by the Queen Mum. As the rum and brandy were poured in she said: "Oh, you must put in some more of that. Make it really strong." Her Majesty sniffed the mixture appreciatively and declared it to be "excellent."

When completed, the cake will be in the shape of the new carrier, will be 6ft. long and weigh 140-150lb.

The Queen Mother was welcomed to Raleigh on the last day of her five-day tour of the South West. She was greeted by the commanding officer of the establishment,

Capt. Brian Brown, and talked to many of the trainees on parade, including a group of WRNS recruits who had arrived only the evening before.

She met more WRNS trainees at Dauntless Block and toured the Physical and Recreational Training Centre where she saw a display of gymnastics and survival training.

Her visit ended with a wardroom reception, followed that evening by a reception on board the Royal Yacht HMY Britannia. Guests included the Commander-in-Chief Naval Home Command, Admiral Sir Peter Stanford, and the new Flag Officer Plymouth, Vice-Admiral Robert Gerken.

● Encore for Ark Royal — pages 20 and 21; Cornish parade for Queen Mum — page 25.

The Queen Mother mixes the ingredients for HMS Ark Royal's commissioning cake, helped by Lieut.-Cdr. George Chandler. Cdr. Andrew Slater and FCPOCK Davidson, add the brandy and rum. On the right is Rear-Admiral Paul Greening (Flag Officer Royal Yachts).



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THE GREAT NAVY SHOW

Ships galore at Plymouth, Portsmouth

SHIPS, submarines and aircraft of every shape and size will be on show to the public in Navy Days extravaganzas at Portsmouth and Plymouth over the bank holiday August 24, 25 and 26.

Nearly 40 vessels will be in the two naval bases, hoping to attract tens of thousands of visitors for the benefit of Royal Navy charities.

Biggest and newest ship on show will be the aircraft carrier HMS Ark Royal, which with her sister ship, HMS Invincible, will be providing a massive presence at Portsmouth.

The supporting cast will include the assault ship HMS Intrepid, the destroyer HMS Newcastle, and a host of frigates, mine countermeasures vessels and survey craft.

WEST COUNTRY

Two nuclear-powered Fleet submarines, Sovereign and Spartan, will be the "big guns" in the West Country, with the large missile frigates Beaver and Battleaxe, and the Leander, Aurora and Naiad providing substantial back-up.

Both venues will be featuring a variety of exciting air and harbour displays, and fascinat-

ing static exhibitions. Marching bands will be much in evidence.

Sea Harriers and helicopters will be giving spectators a glimpse of their aerial agility over both naval bases, while Plymouth will also boast the more stately progress of a hot air balloon.

Special events to watch out for are the Royal Marines attacking a private junk in the river at Plymouth, and the USS Constellation cannon firing display and RM Freefall Parachute team at Portsmouth.

Portsmouth

Ships and submarines for you to see — Invincible, Ark Royal, Intrepid, Newcastle, Juno, Jupiter, Hermione, Finwhale, Osiris, Bossington, Nurton, Gleaner.

Upper deck only — Glasgow, Berwick, Liverpool, Apollo, Achilles, Endurance, Scylla, Cardiff, Gloucester, Challenger.



TWO stars of Navy Days teamed up briefly during Staff College Sea Days off Portsmouth this summer. HMS Battleaxe (F89) will be appearing at Plymouth Navy Days, and HMS Invincible will be lending her considerable weight to the Portsmouth naval extravaganza.
Picture: PO(Phot) Stewart Kent, HMS Invincible.

Plymouth

Ships and submarines for you to see — Sovereign, Spartan, Fife, Beaver, Battleaxe, Naiad, Aurora, Leander, Bulldog, Fox, Fawn, RFA Green Rover and the Dutch survey vessel Mercuur.

Upper deck only — Broad-

sword, Boxer, Arrow, Cleopatra.

Opening times — 0930 to 1830 (ships open 1000).

Admission — Adults £2.50, children and OAPs £1, plus free souvenir programme. Car parking free.

THE WORLD Ship Society will be selling a range of special Navy Days covers at Plymouth, depicting HM ships Fife and Battleaxe. Naval charities will benefit from the sale of the covers.

Booking forms and advance information are available from Ray Marriott (WSS), Coggins, Station Road, Broadclyst, Exeter, Devon EX5 3AL.

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NN/9/85



BARCLAYS

Navy's on the air thanks to Eddie

THE NAME of Eddie Griffiths may not sound familiar to the Royal Navy, yet a wall of his London office is covered with photographs of ships from which he has received messages of thanks.

He is in charge of "Dubbing and Despatch" at the British Forces Broadcasting Service headquarters, and an important part of his job is looking after the interests of the Senior Service.

A few years ago, BFBS felt that something more could be done for HM ships at sea.

Accordingly, a pilot scheme was devised for a few ships to receive BFBS taped programmes for reproduction on their own equipment.

During the Falklands war, the importance of the service became immediately apparent, and output was at once increased.

Now, every week, 30 hours of BFBS output is despatched to as many RN vessels around the world, with request programmes being specially recorded for individual ships.



Jenny Astbury, presenter of the Royal Navy's own radio request programme.



Eddie Griffiths adjusts one of the cassette tape machines used to provide HM ships with British Forces programmes.

Navy News

No. 373 32nd year

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Queen at Gordon School

AS PATRON, the Queen, accompanied by the Duke of Edinburgh, attended the centenary speech day of the Gordon Boys' School at Woking on July 8.

The school has always taken many boys from naval families and has strong RN links.

The Queen inspected the school on parade and presented a new colour. Afterwards she unveiled a commemorative plaque.

With the Duke she toured an academic display, presented prizes and visited the chapel, and then viewed a pageant on the life of General Gordon.

Among those who received the Queen and Duke on their arrival at the school was the chairman of the governors, Rear-Admiral C. K. T. Wheen.



FOLLOWING in father's footsteps is 20-year-old Wren (Radar) Helen Pope, who has completed her radar training in HMS Dryad, where her father, Lieut-Cdr. John Pope, is staff officer responsible for ratings' training.

Helen, who worked in a bank for 18 months before joining the WRNS last October, is now serving in HMS Warrior. Her brother Michael is in the Merchant Navy.



GETTING in trim for a trip down south is POCA John (Dolly) Dalton of HMS Herald. Aided by his wife Gill he practises the art of coiffeur on his mother, Mrs Janet Duncan. One of John's jobs on board is that of ship's barber.

His wife and mother visited HMS Herald during families day in Plymouth Sound before the survey ship left for Gibraltar on passage for South Atlantic duty.



Cdr. McKechnie receives the Wives' Club cheque from Mrs. Wright.

Gannet charity cashes in on wives' stall

THE LADIES from the HMS Gannet Wives' Club raised £100 for Gannet's 1985 charity — the Ex-Servicemen's Mental Welfare Society — from their stall at the Scottish International Air Show held at Prestwick.

Here they present the proceeds to Gannet's commanding officer, Cdr. Ian McKechnie, at a ceremony at the Dundonald Community Centre, the cheque being handed over by club chairman Mrs. Cath Wright.

There was another financial boost for the same charity as a result of a monster 32lb cake produced by POCK Patterson and his team. Besides featuring in a "guess the

weight" contest at the show, it was later handed over to Prestwick Over 65-Club to be used at a special event.

An estimated 70,000 people attended the air show, which celebrated Prestwick airport's 50th anniversary. HMS Gannet was closely involved in many facets, with personnel undertaking a variety of duties. The Royal Navy was well represented with aircraft both ancient and modern in the flying, and the Royal Marines also took part in the show.

Gannet activities were also demonstrated in the static displays.

Picture: LA(Phot) P. W. Ball

Homelink gets you on the move

CHANGING work patterns and the loosening of family ties have created an increasing need for mobility. Service families — perhaps more than other sections of society — are particularly affected by the need to move home from time to time.

When second-career time comes, the new job may well be anywhere in the land, and this often introduces a major problem to resettlement — finding a home.

For many naval families today the solution is to buy a property — indeed they often have a place to sell.

LOCAL PAPERS

To explore the possibilities of the adopted town, one way is to get copies of the local paper, from which may be gained an idea of prices in the area and the names of estate agents.

However, it is always prudent to get all the information available, and one way to do this is to consider the advantages of Homelink, a service run by the National Association of Estate Agents.

The customer has only to contact a Homelink estate agent in his home town (maybe the one selling his house), and he will be put in contact with agents on the spot — at no charge.

The association emphasizes that Homelink members are governed by NAEA principles and code of conduct.

Watch it!

WITH the advent of the school summer holidays, the electricity authorities are again asking parents and teachers to warn children to keep clear of electricity poles and pylons, overhead cables and substations.

Cally to fade away at the end of year

FROM December 14, HMS Caledonia will cease to operate as a training establishment for MEA apprentices, the task having by then been transferred to HMS Sultan.

Caledonia will cease to operate as a separate command, and become an annex to HMS Cochrane.

Accommodation, messes, galleys, dining halls and sporting facilities will be transferred to Cochrane, forming part of the Fleet Accommodation Centre.

The factory, workshops and associated buildings will be transferred to the Managing Director, HM Dockyard, Rosyth.

Certain other buildings have been earmarked for other lodger authorities, including the Ministry of Defence Police and the Northern Area Officer Sea Cadet Corps.

DCI (RN) 210

☆ Dinghy hosts

NETLEY Sailing Club (Army Sailing Association) is to host the 1985 Services single-handed sailing championships, to be held on October 5 and 6. They will incorporate the RN single-handed championship.

DCI (RN) J 232

GET WISE ON DCIs

Fleet Chiefs eligible for SD List promotion

FLEET chiefs in several categories are eligible to apply for promotion as temporary sub-lieutenants on the Special Duties List.

They have to be in the last five years of service, and at the date of promotion between 43 and 45 years of age.

"In normal circumstances" officers will not be required to serve at sea, but have a liability to do so.

Retirement of temporary SD officers will be at age 50, with extensions beyond this limit "subject to the requirements at the time."

The announcement emphasises that these temporary promotions will in no way affect normal promotions to the permanent SD list.

Details are given of the pension arrangements.

DCI (RN) 240

Aim of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

☆ Baggage

EXCESS charges on unaccompanied baggage have been reviewed, and an announcement details the new rates.

DCI (RN) J 224

"I reckon his new seat is just right for my rump!"

Captain's chair requires just one nut!

ECONOMY has been directed to the captain's chair (high and low base, magnetic), which, in order to reduce costs, has been redesigned.

An official announcement says that the new type will provide stronger and improved bases incorporating adjustable footrests, a cheaper but equally strong and durable seat, and the facility to enable ships to change either the seat or a base instead of having to demand a complete replacement chair, when only one of these components is worn or damaged.

SCREWS

It is explained that the seat is secured to the base by four screws, which are not supplied with the seat and have to be demanded as a separate item.

Only one nut is required to secure a base to the deck.

The new chairs are for all ships and submarines, except in vessels or areas where non-magnetic requirements prevail, and will only be supplied when the old type wears out.

DCI (RN) 235

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☆ History prize

ALTHOUGH only five entries were received for the 1984 Naval History Prize competition, each one (according to the adjudicator) "was of high quality, showing evidence of much hard work and research, and worthy of a Certificate of Merit."

The awards were listed as follows:

Lieut.-Cdr. T. E. Thornton (£200), Lieut.-Cdr. P. J. Kidner (£120), Cdr. C. J. Freeman (£80), Cdr. H. M. J. Plumtree, and CMEM(L) A. Baird.

Besides his Certificate of Merit as awarded to all the others, CMEM Baird also received a special prize of £120.

DCI (RN) 267

☆ Guild award

APPROVAL has been given by the City and Guilds of London Institute for the award of the Stage 1 Certificate in "Radiation Safety Practice" to those medical assistants who successfully complete the basic professional training for medical assistant (submarines).

Arrangements have been made for some retrospective awards.

DCI (RN) 212

☆ Salvage 1

SALVAGE awards have been approved for HMS Alderney for services to the St Britwin in October 1981, and to the same ship for services to the Cowrie Bay on February 19, 1984.

(Announcements dated May 5)

☆ Salvage 2

SERVICES to the frigate Janet Jensen on October 15 1983 has gained a salvage award for HMS Guernsey.

(Announcement dated June 14)

☆ Prize nurse

A NOTABLE contribution towards nursing and patient care in the Royal Navy has resulted in the award of the Ruth Carter Prize for Nurses to LMA(SEN) P. Marulli De Barletta.

DCI (RN) 243

New way forward for the POMEM(L)

REVISED procedure is announced for advancement to POMEM(L), following discontinuation of the POMEM(L) qualifying course.

The official statement explains that one of the functions of the qualifying course has been to provide an opportunity for selection of artificer candidates, and it is recognized that with the cessation of the course, this will disappear.

It has therefore been decided that the upper limit for selection as an artificer candidate will be five years' seniority as a POMEM(L), including acting time, or the age of 32, whichever is the later.

The new upper limit will be effective from January 1, 1986, after which date HMS Centurion will inform commanding officers when a rating is within one year of reaching the upper limit.

These arrangements will ensure that every POMEM(L) receives positive consideration as a potential artificer candidate on at least one occasion after completing LMEM qualifying course.

From next January both POMEM(L)s and POMEM(M)s will be eligible for selection as an artificer candidate.

While it has been decided that there is no longer a requirement for a POMEM(L) career course, it is recognized that an up-grading in electronics techniques will be necessary if POMEM(L)s are to fulfil future maintainers' requirements.

To satisfy this demand, an electronics additional qualification is being introduced and will be promulgated shortly.

DCI (RN) 214

☆ Baccy tins

TOBACCO in tins will disappear from the Royal Navy when current stocks are exhausted.

Owing to "changed packaging specifications" pipe tobacco will in future be available only in pouches, according to an official announcement detailing revised issuing prices for tobacco and cigarettes.

DCI (RN) 263

☆ Band aid

ENCOURAGEMENT is being given in the Royal Navy to the formation of volunteer bands. An announcement outlines a scheme to provide instructors and instruments on a limited scale to ships and establishments not bearing a Royal Marines band who wish to form bands.

DCI (RN) 211

VOLUNTEER BANDS ENCOURAGED



"Have a go, Chief. You'd be a natural for wind instruments!"



"Hallo! Got your mother-in-law staying with you then?"

☆ NBC book

ALL ROYAL Naval and Royal Marines personnel are to get a book, "Fight to Survive," giving advice on nuclear, biological and chemical defence.

"Thorough knowledge of the contents of this valuable publication," says the statement, "will greatly increase effectiveness and ability to survive in an NBC environment."

The book is being issued for personal use at sea and ashore.

DCI (RN) 228

☆ Go metric

METRIC units are to take over in the Royal Navy for temperature and depth measurements, but the official announcement says that "the nautical mile will remain for the measurement of horizontal distance."

Imperial charts may be used until September 1, 1985, but after that date the metric version will be adopted.

Oceanographic and sonar range prediction handbooks will be progressively amended to use metric units.

DCI (RN) 270

ICELAND WARMS TO LEEDS CASTLE

COD WAR differences were forgotten when the fishery protection vessel HMS Leeds Castle was welcomed to Iceland in July.

The ship built up what she describes as "a first-class liaison" with the Icelandic Coast Guard, and a large party of Icelandic government officials and British Embassy personnel were treated to a forenoon at sea.

In brilliant sunshine which lasted 24 hours a day, the ship's company indulged in pony trekking, cycle and bus tours, fishing, golf, swimming in the hot, volcanic pools, and flights in light aircraft over the hinterland.

From Reykjavik the Leeds Castle sailed south to undertake fishery protection tasks in the Irish Sea. There she was guardship for the first Manx

Joint chapel dedicated

FIRST shared chapel to be used by all three denominations in the Royal Navy has been dedicated in HMS Dryad.

The chapel of St Peter and St Paul was dedicated by the Chaplain of the Fleet, the Ven. Noel Jones; the Principal Roman Catholic Chaplain, Monsignor Ronald Brown; and the Principal Church of Scotland and Free Church Chaplain, the Rev. Irvin Vincent.

Dryad's chaplain, the Rev. Reg Sweet, attended the service, as did HMS Nelson's Roman Catholic chaplain, the Rev. Ian Hulse, and the officiating CSFC chaplain from Drayton Methodist Church, the Rev. Tony Shrimpton.

The elegant, Georgian style chapel was originally part of the coach house in the stables block of Southwick House.

Thanks, sis

DURING a short stay in Vigo, Northern Spain, the ocean-going survey ship HMS Hecate was visited by survivors of the Spanish fishing vessel mv Olympica, which was aided by the Hecate's sister ship HMS Hecla in April.

National Trawler Race before returning to the mainland for summer leave in August.

As well as her visits to the Isle of Man and Iceland, the Leeds Castle has undertaken trials of radio equipment, sleeping bags, a military camera and large fenders for use in harbours without catamarans. She also embarked a member of the Nature Conservancy Council to help him in his research into ocean-going seabirds.

ADOPTION

In June the ship was among those represented when the Worshipful Company of Fishmongers officially adopted the Fishery Protection Squadron. The ceremony in London was conducted in the presence of the Company's Prime Warden (Viscount Leverhulme), the First Sea Lord (Admiral Sir John Fieldhouse) and the Captain FPS (Capt N. J. Barker).

Invincible show by Russ Conway

KEYS of the POs' Mess piano in HMS Invincible have never moved as fast as when Russ Conway dropped in during a tour of the ship on July 18.

Russ, pictured here with a small but appreciative audience, served in the Royal Navy as a signalman and was awarded the Distinguished Service Medal. This month he was appearing at the King's Theatre, Southsea, and took the opportunity to visit the carrier at Portsmouth to refresh his memories of the Navy.

An earlier visitor to the ship was the Duke of Kent who joined the Invincible at sea off the Orkney Islands. He spent five hours on

board to watch flying operations and firing of the carrier's Vulcan Phalanx anti-missile gun. He also visited the operations room, engine rooms, weapon systems and had tea in a junior rates mess.

On July 10 the ship was venue for a "fly-in" by 11 aircraft of the Helicopter Club of Great Britain. The club, whose President is the Prince of Wales, visits one of the armed forces each year and has previously flown on board HM ships Eagle, Ark Royal and Bulwark.

Next year the club sponsors the World Helicopter Championships in this country. ● HMS Invincible is one of the ships open to the public at Portsmouth Navy Days.



Picture: PO(Phot) Stewart Kent.

Mine trophy goes to Brocklesby

HMS Brocklesby, the glass-reinforced plastic-hulled Hunt-class ship, has been awarded the Plessey Minewarfare Trophy for 1984.

The trophy, awarded to the ship in the Mine Countermeasures

Flotilla which makes the most significant contribution to minewarfare, was presented to the ship at Rosyth Naval Base on July 3 by Vice-Admiral John Webster, Chief of Staff to the Commander-in-Chief Fleet.

While under the command of Lieut.-Cdr. Chris Massie-

Taylor, the Brocklesby during 1984 achieved outstanding results in minehunting using the ship's highly-sophisticated technology to the maximum efficiency. This was combined with very high crew teamwork which enabled the technical data to be fully exploited.

The results set the standard for minehunting throughout the Hunt class and have made a significant contribution to NATO defences. The

Brocklesby completed the year with a highly successful tour as flagship to the Commander Standing Naval Force Channel.

Her participation in STANAVFORCHAN culminated in late April with Exercise Blue Harrier. She then became the Royal Escort for the Queen Mother's tour of the West Country, visiting Falmouth, Plymouth, the Scilly Isles and Portsmouth before returning to Rosyth.

Swift makes final exit

HMS Swift, last of the new Peacock-class patrol craft, left Portsmouth on July 22 at the start of her 1,000-mile voyage to join her four sister ships in Hong Kong.

The Swift's normal ship's company of 34 — including 13 Chinese LEPs — has been increased to 45 for the trip to the Crown Colony. During the two-month journey, the vessel will visit Naples, Alexandria, Penang and Singapore.

When the Swift left, 35 friends and relatives bade her farewell — among them many of the wives and children who will join their menfolk in October.

REUNION

Since her acceptance into service in March, the ship has been conducting sea trials and operational sea training, but she has managed to fit in two families days.

While in Portsmouth the Swift welcomed on board Capt. J. R. Gower RN (retd), one of the commanding officers of the ship's last predecessor, a destroyer sunk by a mine off Normandy soon after D-Day. His visit, with 16 old "Swifts", coincided with a reunion held in HMS Nelson on July 6.

Damocles cuts a dash

DAMOCLES, one of the most sophisticated computer-driven simulators, has started work in Devonport after a swift and successful move from Faslane.

Housed in six linked, container-sized caravans, Damocles provides a realistic control and sonar room environment. It produces simulated scenarios to help in the development of the tactical knowledge and skills required by the command teams of modern nuclear-powered submarines.

Devonport Submarine Command Team Trainer — to use its official title — has a staff of 30 officers and ratings headed by Lieut.-Cdr. I.S.H. Richards on behalf of the Captain, Second Submarine Squadron.

Damocles was officially opened by the Flag Officer Submarines, Rear Admiral Richard Heaslip. Also present was Mr. Bill Broekhuisen, General Manager of Ferranti Computer Systems Ltd. who built the trainer.



HMS Brocklesby's ship's company cheer ship for the Queen Mother in HMV Britannia during her West Country tour.

Picture: HMV Britannia

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ODIN KEEPS HER HEAD

WHEN HM submarine Odin sailed after her re-dedication ceremony at Rosyth Naval Base on June 29 her ceremonial jackstaff, as always, was firmly in place.

The jackstaff, in the shape of Odin's head, was presented to the boat when she first commissioned by Capt. M.R.G. wingfield RN (ret'd.), who had served in the previous HMS Odin before she was sunk by an Italian destroyer in June 1940.

The Second World War boat had landed the jackstaff before sailing on war patrol — and submariners being superstitious by nature, the present Odin will not sail without it.

Capt. Wingfield was guest of honour at the re-dedication, which followed a 39-month refit at Rosyth and marked the beginning of her fifth commission since being built in 1962. She now rejoins the Third Submarine Squadron.

Onslaught on time

AFTER completing her fourth major refit on time, HM submarine Onslaught was re-dedicated at Devonport Dockyard on June 28.

Flag Officer Plymouth, Vice-Admiral R. W. F. Gerken, was principal guest, taking the salute from an eight-man guard, and the commanding officer, Lieut. D. S. H. White, read the commissioning warrant.

The Royal Marines Band from CTC Lymington and a contingent of Sea Cadets from TS Onslaught, Streatham, joined the ship's company and guests to make the occasion memorable.

At the commissioning tea afterwards, Mrs Round-Turner, wife of Capt. J. L. Turner, Captain Second Submarine Squadron, cut the cake with SEA Ulke, the youngest member of the ship's company.



If at first you don't succeed... take another stab at the problem, which is what AB(M) Martin Scott did when the combined efforts of himself and Mrs Una Colgan failed to make a breach in HMS Blackwater's commissioning cake. Looking on with amusement is the ship's commanding officer, Lieut.-Cdr. Kenneth Johnson.

Blackwater gets iced up!

NOTHING short of Royal Navy determination was needed to make an impression on the cake baked for HMS Blackwater's commissioning at Rosyth.

The cake, beautifully but too well iced, would not succumb to dignified efforts to cut it by Mrs Una Colgan (Assistant Naval Regional Officer, Isle of Man) and AB(M) Martin Scott, youngest member of the ship's company.

chief of whom was Lady Brown (wife of Admiral Sir David Brown). At the ceremony she presented the ship with a painting by David Cobb.

Essex river

The River-class fleet mine-sweeper is named after a river in Essex and is affiliated with the town of Maldon in that county. She is in the Tenth Mine Countermeasures Squadron and will be associated with the training of RNR personnel who will man the other 11 River-class ships.

So Martin renewed the assault with a vigorous two-handed stab, using the traditional cutting tool — the sword of the commanding officer (Lieut.-Cdr. Kenneth Johnson.)

His efforts were successful, to the appreciation of Mrs Colgan and the other guests,

Birmingham throws down the gauntlet

AFTER a visit to London, HMS Birmingham headed for her history-making midlife facelift at Rosyth with a challenge to the rest of the Fleet.

She defied any visiting ship to beat her at sports — and made it known that she was willing to accept any offers of an RPC following the demise of her duty-free privileges!

The Type 42 destroyer was beckoned to London to help the Royal Regiment of Fusiliers celebrate their 300-year associa-

tion with the Tower of London. Regiment and ship have ties dating back to the previous cruiser Birmingham — a sister ship of the Belfast — which have been pursued vigorously ever since.

The visit was the culmination of a busy year for the destroyer which included Consolidation Operational Sea Training, call-up to NATO's Mediterranean Force, and Joint Maritime Course 852. Her facelift is the first displaced refit in Rosyth for a Type 42.

Activities in London included a visit to Gordons Gin (popular among the wardroom — bring your own Angostura) and a tour of the Houses of Parliament arranged by Mr Winston Churchill MP.

Beat ship

Meanwhile, the Birmingham Charity Cycle Riders were on the move again, beating the ship to Rosyth and raising £250 in sponsorships for the Birmingham's adopted charity, Chelmsley Wood Hospital School.

During the activities of NATO's On Call Force Mediterranean, in which the Birmingham joined ships from three other navies, exercises were held to prove and evaluate tactics and communications plans and to improve the working knowledge of and the co-operation between the allies involved. The ships also took part in the big NATO Exercise Distant Hammer 85.

The Force also visited Naples,

Palma, Augusta, Messina (Sicily) and Venice, and conducted inter-ship sports. In the football final in Venice, HMS Birmingham beat the Italian ship Libeccio 3—1.

An Olympiad held on passage between Augusta and Messina was one of the sporting highlights of the trip. One of the events involved eating copious amounts of Turkish yogurt (an acquired taste) without the use of spoons or hands.

Orkney on the Manx beat...

AFTER a two-day stand-off in Swansea, HMS Orkney is due to patrol the Isle of Man for most of August before returning to Rosyth for summer leave.

By the end of her three-and-a-half months on patrol, she will have steamed about 15,000 miles — including a spell in the sunshine of Gibraltar as a break from her normal fishery protection duties.

In the Mediterranean, the Orkney took part in Exercise Locked Gate before a week's loan service period in Gibraltar, during which several members of the ship's company were joined by wives and families.

Other attractions included crossing the recently-opened border, with most visiting Spain

for a day. Others braved the heat to take part in a Top of the Rock race, with POMEM Nick Nicholas achieving a creditable 18th place out of a field of 150.

Returning to her off-shore patrol duties, the Orkney intercepted a UK-registered Spanish fishing vessel off the south-west coast of England.

The inspection team, led by Lieut. Don McAllister, discovered undersized fish in the holds and the vessel was escorted into Falmouth where she was fined £1,300.



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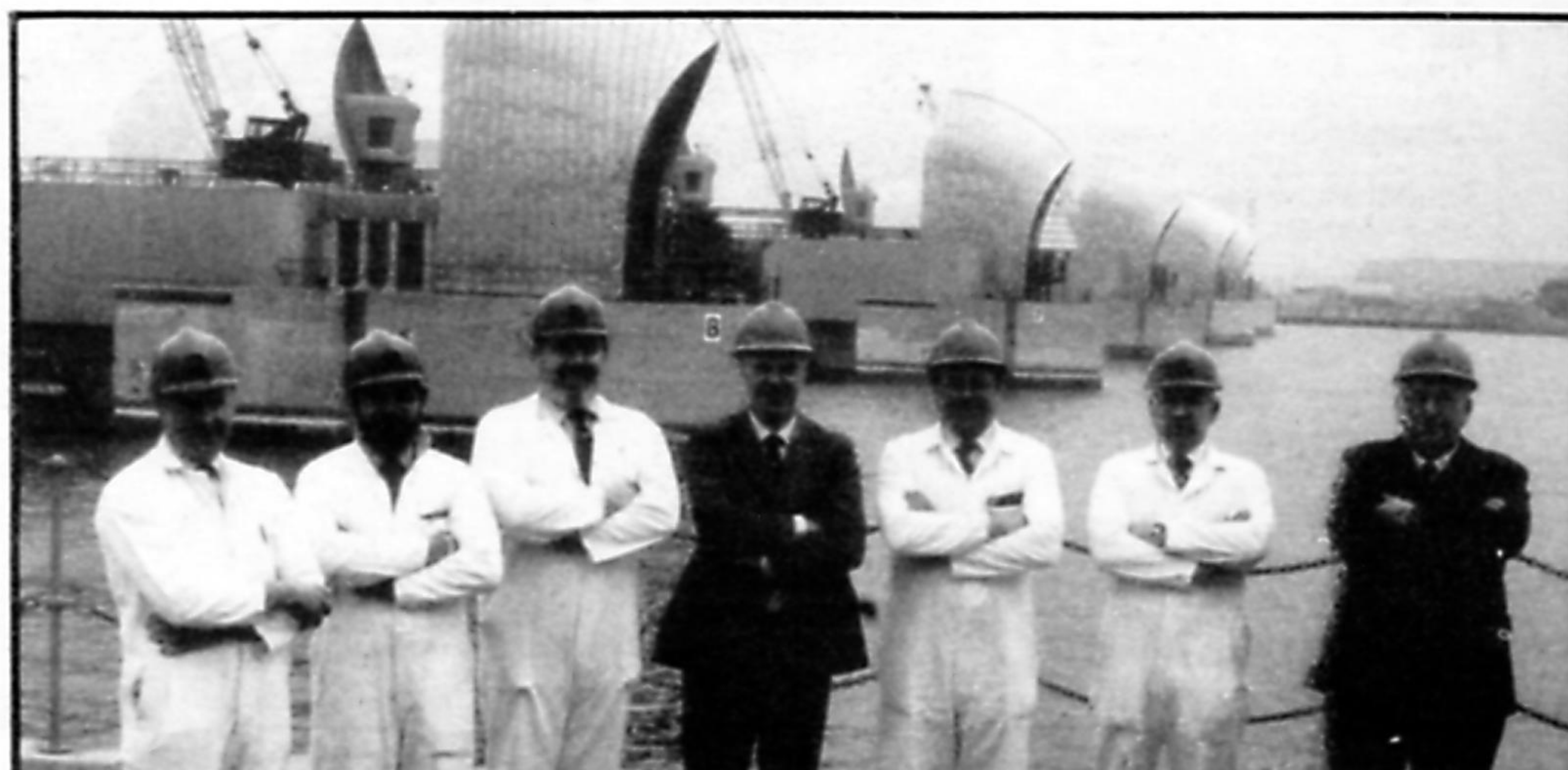
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Naval barrier

NAVAL engineering has proved to be an ideal background for management and supervisory posts on the staff of the Thames Barrier. Pictured (from left to right) are former members of the Royal Navy — John Griffiths (FCWEA), Glenn Williams (CPO Mech), Rex Bobe (FCMEA(L)), Gerry Burnan (Cdr.), Derek Grantham (Lieut.-Cdr.), Ralph Lambert (NA) and Frank Gill (Lieut.-Cdr.).

PEOPLE in the NEWS



SIXTEEN-year-old Scott Herd's naval career certainly got off to a flying start. He was presented with his certificate of acceptance by the Director of Naval Recruiting, Capt. Ian Sutherland, himself.

Navy gives Scott VIP welcome

FIVE YEARS AGO Scott Herd of Methilhill, Fife, wrote to the Port Admiral at Rosyth asking if he could join the Royal Navy for a few days "to see what it's like."

It was promptly arranged for young Scott (then 11 years old) to join the Fishery Protection Squadron vessel HMS Bickington for a day at sea.

At the end of the day he was presented, along with other souvenirs, an application card to give to the Recruiting Office when he turned 16.

Scott was as good as his word, and duly presented the

card as soon as he was old enough. His application was successful — and his certificate of acceptance was presented to him by no less a person than the Director of Naval Recruiting, Capt. Ian Sutherland, at the RN and RM Careers Office, Dundee.

Scott, who joined HMS Raleigh on July 22, is a former Methilhill Sea Cadet. In 1982 he piped the Queen aboard TS Ajax.



WHILE he has been training to be a clearance diver SEA Stephen Vernon (above) has been wearing his family name on his cap! The diving school is, of course, in HMS Vernon.

Neptune art on display

HMS Neptune's ninth wardroom art exhibition, restricted to members and their families, attracted 163 exhibits ranging from paintings and drawings to a great variety of crafts. Star exhibit was a 1:100 model of HMS Glasgow built by Lieut.-Cdr. David Graham RNR.

The exhibition was opened by Lady Cunningham-Graham, widow of Admiral Sir Angus Cunningham-Graham, and president of the local RNLI branch which receives ten per cent of the exhibition sales income.



Lieut.-Cdr. David Graham RNR with his model of HMS Cardiff which was the star attraction in the HMS Neptune wardroom art and craft exhibition.



Heather's hooked on telly quiz

LWREN Heather White (centre) found there was no place for her on the TVS Ultra Quiz '85 after the Jersey leg of the £10,000 winner-take-all competition. Heather, who is serving in the Base Education Centre, HMS Nelson, is being consoled by presenters Sara Hollamby and Stu Francis. She was one of just 27 competitors out of the original 1,000 to qualify at Bournemouth for the second round of the quiz game. But Heather's travels are not over — in October she is due to go on a draft to HMS Daedalus!



John Thomas

Iberlant chaplain

The Rev Kenneth Roberts has received his official badge and book of prayers from Commodore Gerald Plumer on taking up his duties as Officiating Chaplain to the British Service Community in HQ CINCIBERLANT in Portugal.

JOHN SHOWS THE RIGHT SPIRIT . . .

NAVY PILOT Lieut. John Thomas has been awarded the Commando Medal after completing an All Arms Commando Course at the Commando Training Centre, Lympstone.

The medal is for men of all ranks and rates who show to an outstanding degree the qualities of the Commando Spirit — courage, determination, unselfishness, leadership and cheerfulness in adversity.

John, who is with 845 Naval Air Squadron based at HMS Heron, received his medal from the commanding officer of the Commando Logistics Regiment, Royal Marines, Lieut.-Col. A. C. D. Welch RAOC.

Rev. Larry heads home

US Navy chaplain Larry Murphy will be sadly missed in HMS Raleigh, where he has been on exchange service since July 1983. After his time with the Royal Navy, he is returning with his wife, Susan, and two children to his next assignment on USS Wainwright, based at Charleston.

Thousands of trainees who came under Larry's ministry in Raleigh will remember him for his kindness and sense of humour.

Serving couples

Our back page colour picture of CK Ian Jannaway and his wife, Cheryl Jannaway, serving together in HMS Exeter has prodded LSA Ginge Seabrook of HMS Birmingham into putting pen to paper.

He and his wife, Julia, a Wren Writer in the WRNR, served together on board his guided missile destroyer during the ship's pre-refit survey at Rosyth.

Julia, an insurance clerk in civvy street, is attached to HMS Cambria, South Wales division of the RNR. She helped out in the Birmingham's ship's office for a few days.

Nottingham top team

HMS Nottingham reckons she had the most senior Above Water Warfare team in the Fleet during her recent tour of duty in the Gulf.

The high-powered team, now broken up by Drafty, was Lieut.-Cdr. Chris Silcock and Rob Farmer, Lieuts. Phil Hollhead and Chris Pollard, CPOs Mick Pedder, Don Acton and Taff Owen, and POs Jock Trousdale and Jonah Jones.

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NEWSVIEW

Yards set on course to go commercial

MANY issues remain to be resolved following the Government decision to go ahead with commercial management in Devonport and Rosyth dockyards, but a timetable of events from now until what is to be known as Vesting Day in April 1987 has now been drawn up.

The Navy view is that there will be difficulties but that none is seen as insurmountable. While recognising there are risks inherent in the option chosen, it considers commercial management the right strategic approach.

It also believes the course chosen provides maximum benefits to the Navy because ownership of strategic national assets will be retained, contractors will have to face the challenge of periodic competition — and it is considered the quickest route to the commercial disciplines sought.

The core programme of work guaranteed to be retained by the yards will include all nuclear submarine work and the bulk of the warship load.

Customer Organization

A signal aspect of the new system will be the clear separation required between customer and supplier, to be provided by a Naval Customer Organization under a Director General of Ship Refitting. His job will be to obtain for the Navy the best deal for refit and other work.

Acting as the Navy's agent between MOD and the new refitting organization, his tasks will include drawing up the future ship refit and repair programme; allocating work between dockyards and commercial shipyards; negotiating and managing contracts for the running of the yards and for undertaking specific ship refits; and quality assurance.

In drawing up this programme, DGSR is to take all interests into account, including those of ships' companies.

So it now looks certain as if a programme leading to fundamental changes in the refit and repair organization is under way. Will refit life alter greatly for the sailor and his ship? That is a poser many Jacks (and Jills) will be pondering and it is, of course, one which only time can really answer.

Ratings' new club rises from the old

ABOUT 1,800 guests were invited to the opening of the impressive new China Fleet Club in Hong Kong, which now ranks among the finest clubs anywhere for the Royal Navy.

Every RN rating in Hong Kong received a personal invitation to the opening, and among those present were the First Sea Lord (Admiral Sir John Fieldhouse) and two former captains-in-charge, Hong Kong. The ceremony was performed by the Governor (Sir Edward Youde).

The new club has nine floors of the tower block Fleet House which occupies a fine Victoria Island site — that of the famous old China Fleet Club known to matelots of many generations.

Sauna, swimming

Facilities include two levels of first-class hotel standard accommodation; the Amethyst Restaurant; and three bars, each with its own distinctive atmosphere.

There are two function rooms — the Fleet Room, which is a multi-purpose party room, and the Auditorium, which can act as disco, theatre or cinema. It has a portable tiered seating system for use when the club presents events like traditional music hall, or concerts by internationally-known performers.

An entire floor of the club is given over to sports, and facilities include two squash courts, ten-pin bowling alley and pool room. On the same floor there is a sauna and, for residents' use only, a swimming pool.

In addition to the two floors of shops traditionally run by the United States Navy Contracting Department, a ladies' hairdresser, men's barber, gift shop, tailor, photographic equipment store, chemist and travel agent are all based on the premises.

Mounted on the door of the Amethyst Restaurant is a crest believed to have come from the famous HMS Amethyst.

Tradition maintained

Every rating in the Navy is automatically a member of the China Fleet Club, and the manager is invariably a retired RN rating. Present manager is Phil Baldwin, who has seen through the club transition from its old building, via temporary location in the Sun Hung Kai centre, to the new tower block.

In all this he was concerned to maintain the traditions of the club, the names of the rooms reflecting this.

A bell has been cast from brass salvaged from the old club, and the original foundation stone was used for the new building.

Although club facilities are now up-to-date and housed in modern premises the plan is that



Fleet House in Hong Kong, built on the site of the old China Fleet Club and now housing the handsome new club on nine of its floors.

the atmosphere remains largely as it was. Owned by the ratings of the RN, the club is run primarily by them.

The China Fleet Club (Royal Navy) was founded in 1934 near the arsenal and close to the present site of HMS Tamar. Work started on the new building in 1982.

Said the chairman of the trustees, Capt. C. W. Gatto (Captain-in-Charge Hong Kong), "Despite the passage of time the club has not faltered from its primary objective — to provide a centre of rest and recreation for the men and women of the Royal Navy and Royal Marines based in Hong Kong. This objective

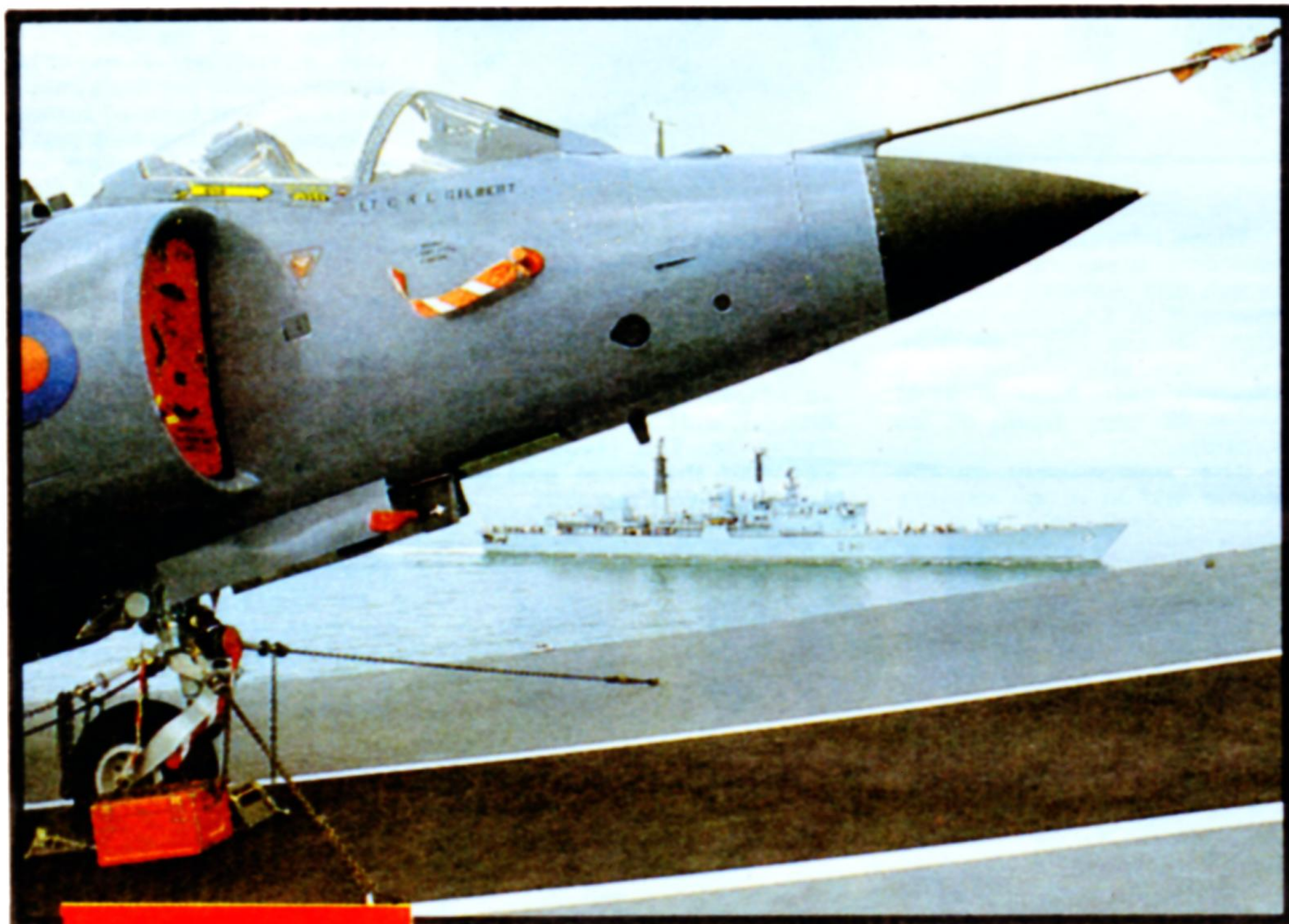
could not have been achieved without the strong support of the other Services and the club's associate membership.

"The opening of the new club marks the culmination of over two years of long and often arduous work for the manager, Mr. P. Baldwin, the deputy manager, Mr. P. Hayward, and the club staff. The success of their dedication and enthusiasm is apparent in these impressive new premises.

"I would also like to record my appreciation of the benefits to the club which have accrued from the collaboration on its development with Hong Kong Land Co. Ltd."

ENCORE FOR ARK

Thousands cheer entry of a star



HMS ARK ROYAL made her debut in Portsmouth before a packed house. It was a fitting occasion for the aircraft carrier which has inherited the Royal Navy's most glamorous warship name.

As she glided into the naval base on July 1 to be accepted into service, thousands of spectators lined the beaches of Southsea and the walls of Old Portsmouth to wave flags and cheer.

Hundreds more had embarked in a flotilla of ferries and pleasure craft to escort the new Ark from Spithead to the harbour entrance.

Fly-pasts

And in deference to the leading lady, the wettest June for years gave way to a sparkling first day of July, allowing a series of fly-pasts to take place in bright, hot sunshine.

Drawn up on the flight deck were a Swordfish and a Sea Harrier, both of them links with Arks of old — the Stringbag for its connections with the Second World War carrier, the Sea Harrier (the first fixed-wing aircraft to land on the new Ark) because it was piloted by Lieut.-Cdr. Hugh Slade, last man to land a fixed-wing aircraft on the present ship's immediate predecessor.

Costliest

Lieut.-Cdr. Slade, commanding officer of 899 Naval Air Squadron, flew from Yeovilton to join the ship off the Nab Tower.

Television, radio and newspapermen also joined the ship at the Nab, taxied out by helicopter to record the Portsmouth premiere, and confer instant celebrity status on the Fleet's newest, biggest and costliest acquisition.

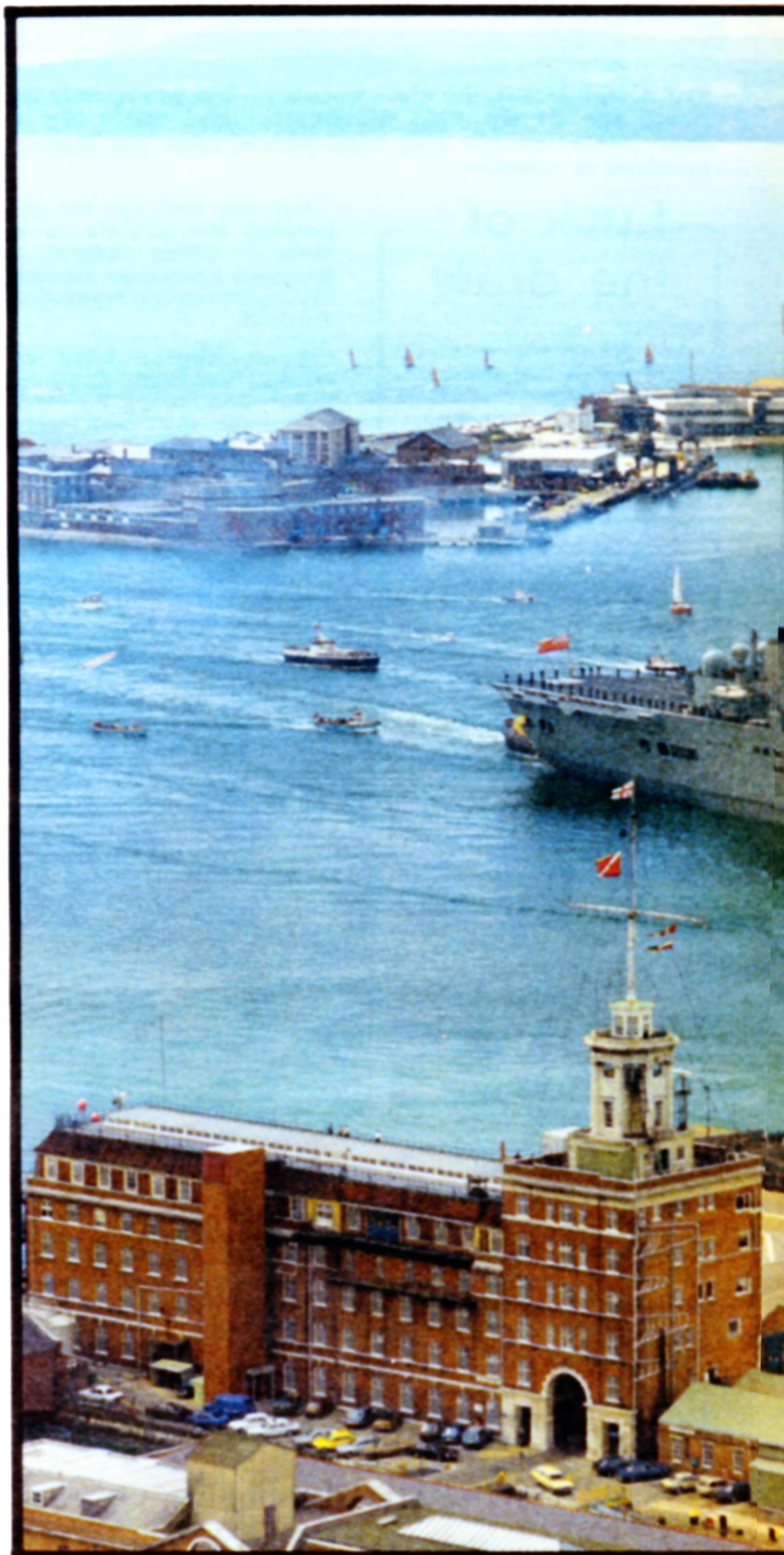
As the Ark made her way slowly up the harbour, she dipped her ensign to the Port Admiral, to HMS Endurance and to HMS Gloucester. HMS Hermes, moored on the far side of the naval base, flashed a welcome through the clutter of superstructures separating the Fleet's oldest carrier from the newest.

Shipbuilders

At Middle Slip Jetty she was met by about 200 members of the ship's company, many of them seeing her for the first time. They had marched through the naval base to embark for the acceptance ceremony on the flight deck.

Until the Red Ensign had been replaced by the White, the Ark was still the property of Swan Hunter Shipbuilders Ltd.

Although completed months ahead of schedule at a cost of £320m., the ship carried about



HMS Ark Royal approaches Semaphore Tower and HMS Cardiff on her first entry to Portsmouth Naval Base. Vantage points in HMS Dolphin and HMS Vernon were lined with Service personnel waiting to greet the new carrier, and large crowds gathered on Southsea beach, Old Portsmouth's Hot Walls, and along the Gosport side of the harbour.

250 Tyneside shipbuilders on her acceptance voyage. Not all left as the ship went alongside. Some were staying to complete unfinished painting and to sort out other small problems.

But all was spick and span on the flight deck where the ship's company formed up to hear their commanding officer, Capt. James Weatherall, receive the ship from Mr. Alex Marsh, managing director of Swan Hunter, in the presence of Commodore Naval Ship Acceptance, Commodore C. A. F. Buchanan.

When she is fully manned, the Ark Royal will be home to just under 1,200 men. Her air group, however, will not join until next spring, by which time the ship will have completed an

intensive work-up period.

In April she is due to embark HMS Invincible's air group as her senior sister prepares for refit. One part of that refit package will be to give the Invincible the Ark's capacity of 20 aircraft — six more than the two older ships of the class.

'Godspeed'

The fifth Ark Royal's welcome to her home port was matched in warmth by the farewell she received on the Tyne. Work stopped all along the river as people lined the banks to wish "Godspeed" to a vessel that has been part of their community for the past five years.

Also on her way from the Tyne was the destroyer HMS York, another warship completed ahead of schedule by Swan Hunter.

Arking
back
to the
past

SOMETHING old, something new, something borrowed... The Sea Harrier (above) was joined on the flight deck of the Ark Royal by a Fairey Swordfish, pictured below being lifted on to the carrier before she left Wallsend-on-Tyne for her acceptance voyage to Portsmouth.

The "stringbag" was on loan from HMS Daedalus, Lee-on-Solent and was carried to sea once more in memory of the third Ark which was equipped with

aircraft of the type during the Second World War.

In the foreground is one of the two Daedalus aircraft maintainers — LWren AEM(M) Shirley Ward and Wren AEM(M) Gale Wilkes — who embarked for the trip.

The picture above also shows HMS York, the new "stretched" Type 42 when she closed with the Ark Royal at Spithead to exchange signals. Both ships were completed ahead of schedule by Swan Hunter on the Tyne.



Pictures: PO(Phot) Ken Rixon and LA(Phot) Paul Darragh, HMS Ark Royal and PO(Phot) Mac McBarron.

ARK ROYAL



A scene familiar to older sailors was re-enacted when HMS Ark Royal's ship's company marched through Portsmouth Naval Base to join their new ship.

The chips are down on the newest carrier

WHOLE food "wi' nowt taken out" must have been the rule on the original Ark — there was no processed stuff in Noah's day. Now the caterers in HMS Ark Royal are marking the current return towards healthy eating with a diet that includes more wholemeal bread and pasta, brown rice, fish and salads — and not nearly so many chips.

To an old hand it may sound like grounds for mutiny, but the supply officer, Cdr. Doug Lewis, believes the idea will eventually run across the Fleet like a hot knife through a tub of polyunsaturate margarine.

"I am expecting a revolution in the Services' catering world very much on the lines of what we are trying in the Ark from day one," he predicted.

"We're not making an obsession of it — I admit there is only so far you can go. When we were building at Newcastle-upon-Tyne 30 per cent of the bread we brought on board was wholemeal and the sailors wouldn't touch it. But really the junior rates are not so set in their ways as the older men. They have come to appreciate a more sophisticated diet — Newcastle, for instance, is full of good, cheap Italian restaurants."

Pizzas

As part of the move towards lighter, more nourishing meals, Ark Royal is introducing a call-order counter at lunchtime. There will be a choice of pizzas, hamburgers and omelettes, with salad as well as the set meals on the hot counter.

Cdr. Lewis was keen to start a weight-watchers' menu alternative at breakfast time, too, with continental-style food. All this, he believes, will eventually produce a fitter, healthier Navy.

The change of attitudes from the days, not so long gone, when it was "chips with everything" has been effected virtually overnight. Now jacket potatoes and varieties of creamed and boiled are becoming more popular.

"We would never have got away with it only, say, six years ago," admitted CPOCA Roger Sainsbury — inevitably nicknamed "Tesco" by the crew.

"Part of the reason is that the potatoes are better quality these days. The Ministry of Defence is more cost-conscious and we are demanding a much higher standard from our suppliers. When the potatoes we got were not so good the only way of disguising them was by turning them into chips."

Cheaper

Whole foods are more expensive, of course, and Ark Royal has to work within a daily allowance of £1.22 per man. But healthy eating brings its own savings.

Roger explained: "People eat less with high fibre foods — hunger is satisfied sooner. The call-order system is cheaper because there's no waste — and since we intend to cut down on chips to about four meals per week we will save a lot on cooking oil, which is very expensive."

HMS Ark Royal has five caterers, 36 cooks and 40 stewards to take care of the food and hotel needs of around 1,200 men — a far lower ratio of staff to custo-



LCK Alan Gard concentrates in the wardroom in the galley on the banana and passion fruit ice-cream for HMS Ark Royal's first mess dinner.

mers than the average international hotel. Also they have other roles to fulfil in time of war — in the ship's first-aid stations and damage control parties.

For all concerned in feeding and watering the most prestigious addition to the Fleet, her delivery voyage down from Newcastle-upon-Tyne to Portsmouth was something of a baptism of fire.

'Baby' stewards

Added to the slightly unreal atmosphere of a warship sailing under a merchant flag — until the formal acceptance ceremony she belonged to her builders, Swan Hunter — was the presence of nearly 300 civilian workers and officials carrying out final checks on a vessel completed 4½ months ahead of contract.

So the wardroom galley staff alone found themselves laying out three times their usual number of place settings. And for several 17-year-old "baby" stewards it was their first time at sea.

In all, the Ark carries 80 tons of provisions, an inventory which will eventually be filed in her Oasis computer, which already keeps track of £10m worth of general stores — 50,000 items covering everything from stationery to spares for the ship's aircraft.

In a single day, she gets through 81-lb of bacon, 112-lb of cabbage, 40 gallons of milk and over 150-lb of fresh fruit, among other items. The bakery turns out 240 loaves of bread — and if the new high fibre diet doesn't keep the lads regular, 40-lb of rhubarb ought to do the trick.

Careful planning means the

variety on offer every day would be the envy of any company canteen — eight hot choices at lunch alone, in addition to the call-order range. It is all a far cry from the fare sailors enjoyed a generation or two ago.

Today a choice of balanced meals is available even in the limited confines of a submarine, where for Second World War submariners a tin of herrings or a warmed-up paste was the best they could hope for.

"All members of the Armed Forces have to be fit and my terms of reference are to supply the ship's company with a balanced and adequate diet," Commander Lewis concluded.

Leisurely

While the Royal Navy's medical branch was preparing papers on salt, butter and dairy foods and the suppliers were experimenting with all kinds of vacuum packaging and dehydrated foodstuffs to extend the ships' endurance — especially that of submarines — it was not only the food itself but the pattern of eating that was changing.

Gone was the institution of a main meal or "tea" for the lower deck at 1730. Now, like the wardroom, they dine at 1930. This has several advantages — the meal has become more leisurely, more of a social occasion, and allows the sailor more time for sport and physical exercise at the end of the day.

"And if he works up a healthy appetite that's all to the good — there's nothing wrong with that so long as he is eating healthy food to satisfy it."

AT YOUR LEISURE

Spread the resources, urges Sir James:

'Cut NATO commitment'

ALTHOUGH the grass may only appear to be greener on the other side of the fence, the comparison between Britain and France provides sobering thoughts on such matters as nuclear dependence, defence options — and the future strength of the Royal Navy.

Ex-senior diplomat Sir James Cable is well known for his "Gunboat Diplomacy" book and numerous other writings. He has now published a dozen of his essays under the title *'Diplomacy at Sea'*, available from Macmillan (price £25).

After the humiliation of Suez in 1956, Britain and France went separate ways, Britain into increasing dependence on the United States, and France opting for independence.

Losing bet

"French policy," points out Sir James, "has had the supreme merit of preserving for France a wider range of options than Britain now enjoys."

"Her nuclear deterrent is truly independent, the bulk of her forces are on her own soil and all of them are under her own unfettered control."

"France's territory is free from foreign installations or foreign weapons. She is as near as any country can be nowadays to retaining a sovereign choice between war and peace."

The author is adamant in his belief that Britain's focus on the "single scenario of the gravest threat" is a bet which she can only lose.

Subordinate

"British resources would be better spread across the spectrum of limited, likely and winnable conflicts," he declares.

The Falklands war may seem an exception to the general principle of British military dependence, but the author points out that it would never have happened if the defence of British interests had not been

subordinated to the requirements of NATO.

"It could only be fought because the reduction of the Royal Navy to the 'small anti-submarine force destined to protect the first European resupply convoy' had not then been completed," writes Sir James.

He condemns the "deplorable British failure to draw the obvious military conclusions" that Argentina had for years been demonstrating the seriousness of purpose over the Falklands, and that there was a need to defend the islands.

While manifesting willingness to negotiate, Britain had been steadily reducing the size and capability of her armed forces, and particularly her Navy.

Flexibility

Indeed, 16 years before, the Ministry of Defence had proclaimed the phasing out of strike carriers and had formally renounced, as beyond future British capabilities, "the landing, or withdrawal, of troops against sophisticated opposition outside the range of land-based air cover."

"The successful achievement of the officially impossible," says the author, "reflects the highest credit on the Royal Navy, but very little on those decision-makers who imposed on the Navy this hazardous, costly and needless task."

Sir James believes that the existence of a balance of nuclear terror has made total war and global war less likely, but has provided a kind of greenhouse in which lesser conflicts, now averaging five a year, can flourish.

He continues: "For Britain, flexible response is more important than forward defence. She cannot, unfortunately, afford both."

"To provide a better air defence of the British Isles, to maintain the naval forces needed for possible confrontations at sea, to create an am-

phibious intervention capability, British forces in Germany will have to be reduced."

"Whatever she attempts, Britain can only lose a total war. But some limited wars, even in the NATO area, could be won by a maritime strategy."

Eddie cops a winner

LEADING off the RNFC's 16mm releases this month is *Beverly Hills Cop*, which has cleaned up at the box office worldwide.

Extraordinary in a way, since the plot is nothing but a rehash of some ten-year-old "Starsky and Hutch" TV episode. It all comes down to style, and star producer Eddie Murphy — who is really the whole show — does have a great deal of that particular commodity.

Thief of Hearts wasn't so lucky with the public, which is a bit unfair since it's a most entertaining package.

A sort of dramatic comedy romance — yes, something for everyone — it has a quite original storyline about a burglar who gets hold of a young housewife's secret diaries and puts them to profitable use. *Starman* is also something of a mixture, with its tale of the love affair between a beautiful widow and a visiting extra-terrestrial. A sci-fi romance, in fact, very well played by Jeff Bridges and Karen Allen.

A different sort of fantasy is on offer in *Wild Geese II*, where a bunch of mercenaries devise a scheme to spring geriatric Nazi Rudolf Hess from

Spandau jail. The fast pace and the generous quota of punch-ups, ambushes and chases are calculated to keep incredulity at bay.

One characteristic of the video industry is the amount of "creative re-titling" that goes on. Nothing can be taken at face value.

For instance, the lurid *Rape of the Third Reich* turns out on inspection to be a

men to break down and blub.

Julie Andrews looks good enough to eat, although, this being "The Sound of Music," she is spared that fate.

In *Virus* she might not have been so lucky. This is one of numerous recent productions which gleefully contemplates the termination of planet Earth.

The premise here is that a plane carrying a flask of killer germs crashes into an Alp thus contaminating the world's atmosphere.

As if that weren't enough, the few survivors huddling at the North Pole are in more jeopardy when a series of earthquakes starts to trigger a nuclear doomsday machine.

The film is a Japanese production with mostly American actors. And just as we in the West are quite unaware when, say, a Korean player takes the part of a Chinese, a similar indifference to national subtleties is shown by "Virus" — notably in the casting of all-American Chuck Connors as the commander of a British sub. "Any of you chaps wanna cuppa tea?" enquires Chuck, as apocalypse looms over the horizon.

Bob Baker



sober, faithful adaptation of Graham Greene's "England Made Me," with a brilliant performance by Michael Hordern as a seedy journalist in 1930s Berlin.

But one title no one would dare to alter is *The Sound of Music*, Rodgers and Hammerstein's sugary concoction featuring nuns, well-scrubbed children and Swiss scenery, which nevertheless has been known to cause strong

BOOKS IN BRIEF

Battleships and Battlecruisers by John Jordan, published by Salamander Books (price £4.95). Latest in Salamander's compact, illustrated guides to weaponry old and new. This one deals with some of the world's capital ships from 1939 to the present.

Know the Middle East by John Laffin, published by Alan Sutton (price £3.95). Described as "An essential A-Z reference for everyone with an interest in the Middle East," this handy paperback seeks to explain everything from tipping to terrorism, from Lawrence of Arabia to Ayatollah Khomeini. *Man Enough — Men of 35* Speak Out by Yvonne Roberts, published by Chatto and Windus, The Hogarth Press (price £4.95). A paperback

which, by reproducing the views of 22 rather unrepresentative men from as many parts of Britain, seeks to answer such questions as "What do men really want?" and "Is there a new man these days?" And if you think that exercise is tedious and pointless, you would be right.

The Death Merchant by Joseph C. Goulden with Alexander W. Raffio, published by Sidgwick and Jackson (price £10.95). The chilling story of former CIA agent Edwin P. Wilson, who shipped arms and explosives out of the USA to terrorists, conducting his running on an unprecedented scale. He also made bombs for Libyan agents and accepted contracts to murder Gaddafi's enemies. *The Ships and Aircraft of the US*

Fleet by Norman Polmar, published by Arms and Armour Press (price £24.95). Thirteenth edition of this highly regarded guide, which appears as the US Navy is undergoing its largest peacetime build-up.

British Military Thought After World War II by Julian Lider, published by Gower (price £25). A volume which offers to the serious student a detailed analysis and masses of quotation illustrating the changes in content and focus relating to the armed forces.

Queen Elizabeth at War by Chris Konings, published by Patrick Stephens (price £12.95). An imposing collection of photographs and contemporary sketches by Australian artist and QE crew member Oswald Brett.

FICTION

Freefall Factor by Tony Geraghty, published by Macmillan (price £8.95). The author of "Who Dares Wins" now brings us this tale of the skijacking of such unlikely victims as the New British Orchestra and Margate Ladies Choir.

Command by Melville Ross, published by Collins (price £8.95). "When a man is tired of Melville Ross he is tired of life,"

proclaims the dust jacket on this fourth novel in Mr Ross's continuing saga of HM submarines at war. Fortunately for mankind, "Command" is as rattling a good Second World War yarn as were its predecessors.

Ark by John Clive and Nicolas Head, published by Viking (price £8.95). A novel based on the real-life experiences of Nicolas

Head who in 1982 used his small vessel Sea Victory to ferry thousands of refugees to safety, as well as to give passage to pressmen, diplomats and gold, out of beleaguered Lebanon.

Sail or Return by John Mole, published by Century (price £8.95). The unlikely but funny adventures of amateur sailor Pax Brown.

Tribute to the Vixens

READY for launch, a Sea Vixen stands on the deck of HMS Victorious during the 1960s. History of the aircraft, the last all-British, fixed-wing, conventional fighter to serve afloat, is documented in a new booklet, *Sea Vixen* by Brian Fiddler.

Published by The Society of Friends of the Fleet Air Arm Museum (price £1.95), the booklet is intended to be the first of a series on post-war British naval aircraft.

Surprisingly, more than 40 Sea Vixens survive in various states of preservation, and this volume lists them all as well as their whereabouts.

Birth of an elite force

TODAY the term "commando" is a household word in Britain — if not as a result of the Second World War, then through the more recent conflict in the South Atlantic.

But few realise that the word was first used to describe diehard Boer guerrilla groups in the South African War, and that Britain's commandos came into being in the Middle East during the early years of Hitler's War.

FAMOUS FEATS

Sadly, the first actions of Britain's embryonic special forces are almost forgotten — but not by military writer Charles Messenger who, in *The Commandos — 1940-46*, documents the little-known as well as the famous feats, to produce a cohesive history of the growth, successes and mis-uses of an elite force which won no fewer than 38 Battle Honours in the first five years of their existence.

The 417-page volume, illustrated by photographs and maps, is published by William Kimber (price £12.95).

THE QE2

A history of the Cunard liner with a foreword by HRH The Duke of Edinburgh. A detailed description of the ship with information about the structural alterations and improvements made over the years. The building, rescues and mid Atlantic bomb threat are fully described. There is an extensive chapter about the FALKLAND voyage.

Beautifully illustrated with over 190 photographs mostly in colour. Quality production is hardback £17.95, limited deluxe edition £31.95. P&P £1.70. Orders by post will be signed by the author on request.

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WARSHIP
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Jottings that steered a course to victory

ONE of the latest of the growing library of books to have some connection with the Falklands war was, in fact, the first to be written.

Most of the material was jotted down three years before the Argentine invasion, yet in April 1982 it became one of the most important series of documents to be carried south by the Task Force.

Compiled by yachting enthusiast and Royal Marines major Ewen Southby-

Tailyour, it was at the time the most detailed study of the islands shores. When the major made known the existence of his work to the Task Force leaders, the charts and descriptions were immediately classified and used to plan the British landings.

Now, Major Southby-Tailyour's *Falkland Islands Shores* is off the secret list and has been published for all to read. It was compiled in 1978-9 while the major was in command of the Royal Marines detachment on the islands, and it was the fruits of a series of fact-

finding yachting expeditions on which he embarked around the craggy kelp-laced coasts.

In his foreword to the volume, Maj Gen Julian Thompson (who as brigadier commanded 3 Commando Brigade during the campaign) describes the author as the one man "whose knowledge and expertise was irreplaceable in the planning and conduct of the amphibious operations..."

But the irony of his own authorship is not lost on Major Southby-Tailyour.

He opens his work with these words: "That this book has been published at all is a tragedy. Under happier circumstances my original notes on the coastlines of the 200 or so islands that make up the Falklands archipelago would have received no publicity; they would have remained in their original pencilled form available for inspection and copying by members of those yacht clubs of which I am a member."

"*Falkland Islands Shores*" is published by Conway Maritime Press (price £12.95).

Nelson — the healthy hero

MANY myths persist concerning the life of Nelson, but one of the most stubbornly held is that England's greatest admiral was sickly.

It is a misconception which is all the more difficult to understand in the knowledge that the definitive medical evidence on the subject put the matter straight as early as 1807.

The Death of Lord Nelson by his surgeon William Beatty MD, was written two years after Trafalgar and is now reprinted in paperback by The Athenaeum Publishing Company (price £4.25).

A slim volume, it nevertheless contains not only a thorough account of Nelson's death, but the results of Beatty's post mortem. That examination convinced the surgeon that the state of Nelson's internal organs "associated with habits of life favourable to health, gives every reason to believe that His Lordship might have lived to a great age."

However, Beatty was of the opinion that such was the state of the Admiral's good eye that he would probably have lost all sight had he lived a few years longer.

Massive history completed

SINCE Conway Maritime Press embarked on a massive, four-volume history of iron and steel warships six years ago, their series of reference books has won international admiration.

Now, the last of the set has appeared to complete *Conway's All the World's Fighting Ships* covering the 122 years from 1860.

The final work deals with what is perhaps the most impressive period of all — 1906-1921, the age of the great leviathans and some of the largest navies the world has ever seen.

An international team of experts, which includes British defence writer Antony Preston, have contributed a weight of knowledge and understanding which makes the book well worth its £35 price tag.

Admiral who won a war of nerves

THREE years after the end of the Falklands War a remarkable insight into the stresses on the Task Force commander, then Rear Admiral John Woodward, is given through his own words in a new book on the conflict.

In *Above All Courage* — a compilation of first-hand experiences — Admiral Woodward gives candid accounts of his hatred of the publicity that suddenly surrounded him, of the mental strain under which he worked, of the need for clear and cool thought when ships were being destroyed.

In the last chapter of the book by Max Arthur, the admiral tells of the "near-panic" reaction in the ops room of his flagship HMS Hermes when the Sheffield was struck by an Exocet missile:

"Voices were raised and getting louder and one said, 'Come on, Admiral, you must do something!' I had to say, 'No. Leave it to the people on the spot. If we get involved with the tiny detail we'll only bring the operation to a grinding halt.'

"On that occasion there had been a near-panic reaction; people were pressing me to do something, when all we had to do was to sit cool and calm."

It was coolness, too, that had to rule when it became necessary to send his officers and men on extremely hazardous missions, such as that which Cdr Christopher Craig was ordered to carry out with HMS Alacrity.

Before the landings the Task Force needed to know if there were mines in Falkland Sound. The only way to do that was to send a ship through — and the frigate Alacrity was chosen.

"I wasn't going to tell him about the mines," writes Admiral Woodward. "I dissembled because I never wanted to put the frighteners on my captains any more than I had to. But Craig, bless him, saw through me straight away: 'Oh, I expect, Admiral you'd like me to go in and out of the northern entrance several times before I

come home? I imagine, Admiral, that you want me to find out if there are mines in the northern entrance.'

"I thought that was a bloody brave thing to do... he had seen instantly what I wanted and had accepted with honour."

The Admiral trusted the men around him and pays tribute to them. But he was uneasy with the news media, and it is obvious from his comments that he was hurt by one particular matter — his reported comment "What I expect is a walkover."

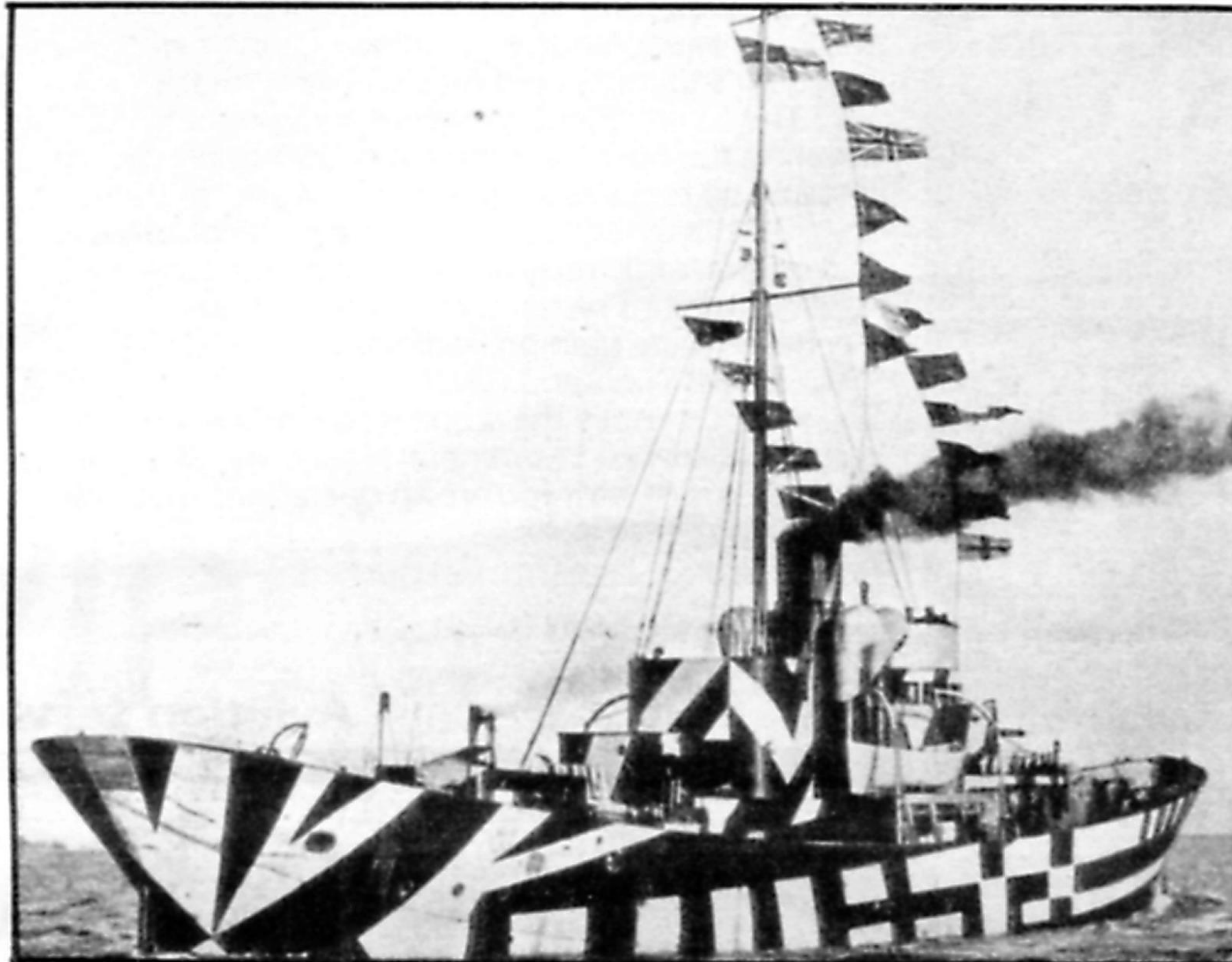
"What I actually meant was something very different: I said I much prefer a walkover, in the sense of a tennis match where your opponent doesn't turn up and you're given a 'walkover.' The Press had a field day... That caused a lot of trouble back home and I had to live with the repercussions for a while."

He hated the publicity in general. "I've always preferred

Falklands novel...

FORMER Royal Marine Walter Winward has turned to fiction to tell his Falklands War story *Rainbow Soldiers*, published by Hamish Hamilton (price £8.95). In his novel he traces the lives of a group of commandos from the peace-time soldiering of 1981 to the battles of 1982.

Whether this is an authentic portrayal of some of the men who fought can only be judged by those who were there; for this reviewer the true-life accounts have the edge on the fiction.



to do my business from the edge of the stage. I therefore found the change to being an admiral, and, indeed, an internationally known one, extremely difficult. I'd been rather pitchforked into the front of the limelight business."

Admiral Woodward describes the military problems with which his force had to cope — particularly the shortage of equipment — and touches briefly on the origins of the conflict and the strategic lesson that should be learned:

"The concept of deterrence is important, and in the history of that funny little war we did in fact fail it. You can't entirely blame the Argentinians for not being deterred, but at the time we could not find it in our hearts to believe that the removal of the *Endurance* would tip the balance. But that's the danger of deterrence — you don't know when the balance is being tipped until it's too damned late."

Long after the war was over, Admiral Woodward asked one of his commanding officers what was the single, most important lesson he had learned from it. "I learned to cry," came the reply.

"Above all Courage," which carries many accounts of officers and men from all three Services, is published by Sidgwick and Jackson (price £12.95).

Bobby dazzler!

LOOKING like an exhibit from a gallery of modern art, HMS Kilburn proceeds on her beat in the latter stages of the First World War.

She is one of the vessels illustrated in *Frigates, Sloops, and Patrol Vessels of the Royal Navy — 1900 to date* by M. P. Cocker. The Kilburn, launched in 1918, was a KIL-class escort — ships whose double ends were designed to deceive the enemy as to their direction.

In this picture the flamboyance is increased by the Kilburn's wearing of one large White Ensign, three Union Flags and miscellaneous bunting. The occasion for the display is not known.



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MEMORIES TAKE WING

PATROL seaplanes were rushed into service in the First World War to counter the U-boat menace, and to help with growing training needs a temporary Royal Naval Air Station was set up in 1917 at a place called Lee-on-Solent.

As author Chris Ashworth says in *Action Stations*, it has lasted a surprisingly long time.

The book, published by Patrick Stephens (price £10.95) is the ninth in the series, and is devoted to

military airfields of the central south and south-east of England.

Many of them had naval interests, and memories will be stirred by such names as HMS Raven (Eastleigh), HMS Peregrine (Ford), and HMS Siskin (Gosport).

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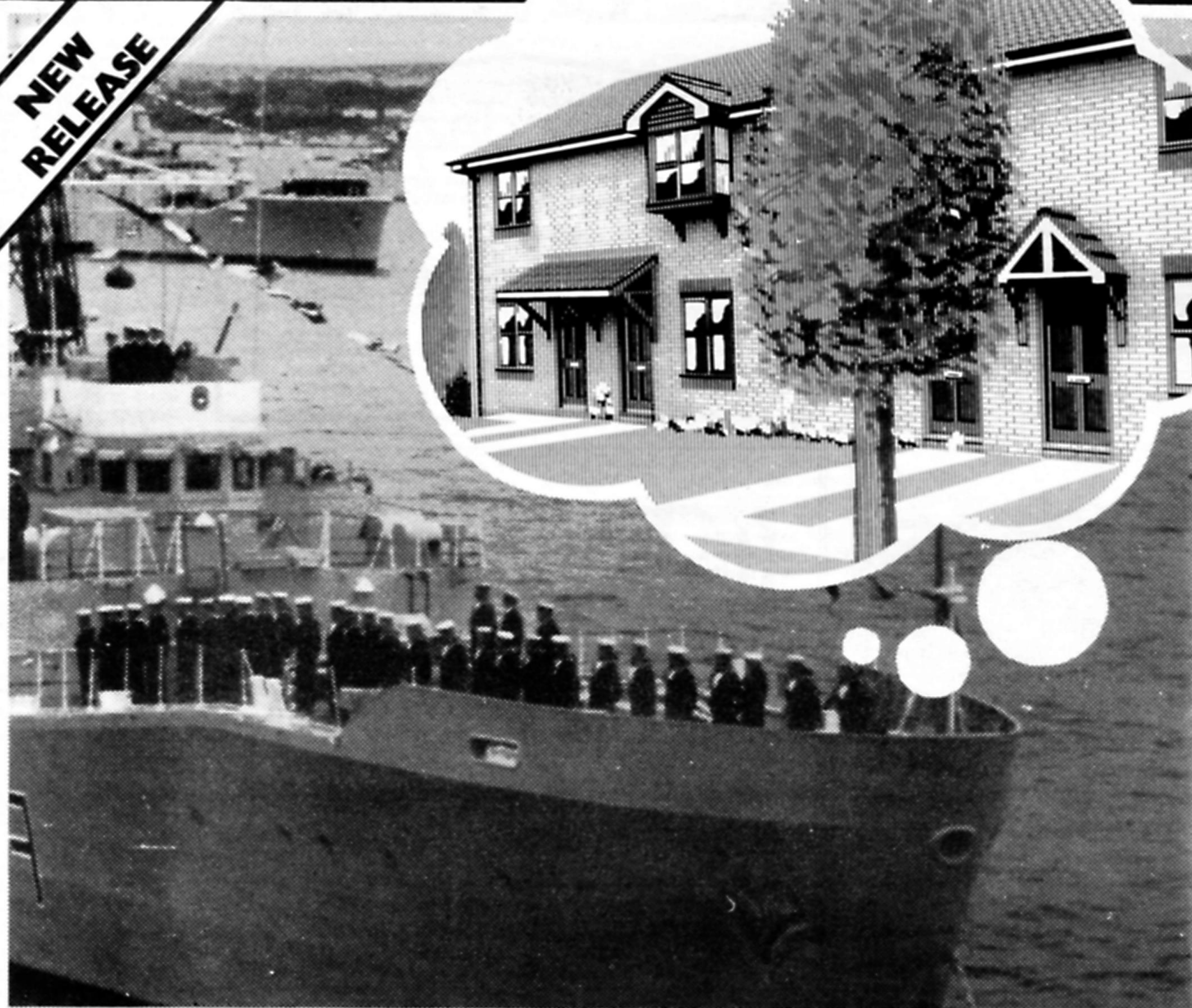
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'BOOST AID TO THE YOUNG'

—President's plea to Conference

ADDRESSING delegates at the 1985 Royal Naval Association Conference, the President, Vice-Admiral Sir Ernle Pope, urged branches to give more support to youth, particularly in areas of high unemployment.

"Youth needs leadership and encouragement, qualities not lacking in the Association members and much-needed today if the problems of youth are to be solved," he told members.

He was aware of the work being done to help the young and jobless by some branches, but more support was needed if young people, many of whom felt rejected and defeated, were to regain their self-respect.

He urged branches to give them encouragement by organising competitions on their behalf, by sponsoring team and individual efforts and by helping in any way they could.

Praise

Admiral Pope paid tribute to the support given by many branches to Sea Cadet units and praised the lead given by the Association's Double Seven Committee, who organise many social events and a national uckers competition which have great appeal to young and old.

Referring to the growing liaison between the Association and the Royal Navy, he told delegates: "The strong links we are establishing with the Navy are due to the efforts made by the former Commander-in-Chief Naval Home Command, Admiral Sir Desmond Cassidi, who both as Second Sea Lord and C-in-C, took a great interest in the Association."

Publicity

He welcomed Admiral Cassidi's successor, Admiral Sir Peter Stanford, saying how pleased he was that Admiral Stanford had accepted the Association's invitation to be their guest of honour at Reunion in the Royal Albert Hall, on November 30.

Commenting on the Association's progress, Admiral Pope paid tribute to the efforts in the past year to publicise the work of the Association, particularly at the Royal Tournament and the London Boat Show. He told delegates that a video film about the RNA would soon be

ready for distribution.

He congratulated all involved in the recruiting effort and its results — 29 new branches commissioned and 1,404 new members recruited, giving a total on March 1 of 400 branches and 44,490 members.

"While it is reassuring to have regained our position in the numbers game, there is no room for complacency," he said.

He paid tribute to the late Sir John Lang, who retired as Secretary of the Admiralty in 1961. Sir John had been a most active vice-president of the Association and was greatly missed.

The memory of the late Shipmate Harry Cammish, who as delegate for Scarborough,



fought hard to bring conference there, was also saluted. "He would have been so proud to see us gathered here today," said Admiral Pope.

The president then presented the following awards to the branches and area which had recruited the most members in 1984: The Briggs Silver Rose Bowl for branches with fewer than 90 members — Horley; the Briggs Dirk for larger branches — Portsmouth; the Sword of Honour — No. 2 Area.

Admiral joins Anzac parade

THE growing liaison between the Royal Navy and the Association was enhanced by the visit to Australia of the Second Sea Lord, Admiral Sir Simon Cassels.

To the delight of shipmates of New South Wales, members of the WRNS and Royal Marines Associations, he was in Sydney for Anzac Day commemoration service and march past. There, 27,000 serving and ex-serving personnel paraded their standards.

Admiral Cassels obliged some of the marchers, by going "on parade" with shipmates of New South Wales branch, including (left), Shipmate Beryl Jackson, the branch secretary.

Cornish parade for Queen Mum

CORNISH members of the RNA paraded to greet Queen Elizabeth the Queen Mother when she stepped ashore at Falmouth for an informal visit on June 8.

The 160 shipmates smartly assembled in three ranks on the quayside, with standards unfurled, as the Royal Barge, bringing the Queen Mother from HMV Britannia, came alongside.

The Queen Mum inspected her "guard of honour" and stopped to talk to individual members as she passed along their ranks.

Later the health of "this very gracious lady, who looked like a sprightly 60-year-old", was toasted as shipmates gathered in the Royal British Legion Club to celebrate a very happy encounter.

Shipmates of No 12 (Irish Area) are preparing a big welcome for all who attend the 1986 RNA conference in Belfast. The organisers led by Shipmate Ray Gaw, are busy fund-raising to ensure an ample supply of Ulster hospitality. It is hoped that a package of deals they are putting together should

BRANCH NEWS

minimise accommodation and travel costs.

Chester branch presented a "Topper" sail training ship to their local Sea Cadet unit at the unit's open night, when a variety of activities undertaken by the cadets was demonstrated. The presentation was made on behalf of the branch by Shipmates Charlie Fay, (chairman) and Ron Farr (secretary).

Croquet

Great Yarmouth branch, who dedicated their standard last month, hold their monthly meetings at the Red Herring public house in Havelock Road, at 2000 on the third Monday of each month.

A charity croquet match in fancy dress between Delabole and Bodmin, played on the lawn of Capt. Mike Howett's home at Altarnun, near Launceston, Cornwall raised a laugh.

The teams used their cunning, expertise and ability to cheat to score points, but the obvious superiority of Bodmin won the

day — an effort which helped raise £456 for the local church fund.

Old Cleve (Grimsby) have adopted the Jack Cornwell VC Ward of their local hospital as a special charity.

The ward provides continuity care for ladies for whom shipmates provide birthday presents and other treats.

An appeal has been made for photographs to decorate the walls of the ward, and if anyone has some to spare contact Shipmate Joan Clark, 9 York Place, Cleethorpes, S Humberside DN35 9LW.

Friends of Shipmates Fred "Sandy" Wills of Poole were delighted when he was honoured in the Queen's Birthday Honours List. Sandy was made an MBE. He is a member of an old Poole fishing family and retired two years ago after working on the Brownsea Island ferry for 20 years.

Go-ahead

Doncaster has a new, young committee, and with their new headquarters now firmly established in the Sub Aqua Club, are attracting many new members — their go ahead outlook not going unnoticed. They welcome visits by other branches.

Shipmates of Derby send their thanks to those of Stone for a happy evening spent as their guests and hope to return the hospitality in their club in the near future.

Since the branch twinned with their "oppos," the Marineverein in Osnabruck, West Germany — Derby's twin city — there have been many exchange visits. The new Area Officer and PRO is Shipmate N. Davies, who is also branch standard bearer.

100 Club

Shipmates of Salisbury enjoyed visits to Portsmouth and Gosport branches and send their thanks for hospitality received.

West Bromwich have formed a charity section to be known as the 100 Club which got off to a good start by presenting two folding beds to the Children's Ward of Snadwell District Hospital to enable Mums to stay overnight. The club meets on the last Friday of the month at 8.45 p.m.

When Battersea played host to members of the Burma Star

Association they reunited three old shipmates, survivors of HMS Harvester, who last met when sharing a raft after their ship was sunk in 1943. One of the survivors, Shipmate Ernie McGee, chairman of Warrington branch (tel. Padgate 817998), would like to hear from other survivors.

Portsea invite shipmates to a grand summer dinner dance (tickets £10 each), at the Royal Sailors' Home Club, Portsmouth, on August 31, 1930 for 2000. Details are available from Shipmate W. S. Mandrupson, Royal Sailors Home Club, Queen Street, Portsmouth (tel. 0705-824231/2).

Members of the ex-crew of HMS Savage send warm thanks to shipmates of Burton-upon-Trent, for the efforts they made to ensure the Savage and Leander reunion at Burton was such a success. Thanks too, from Edenbridge to their loyal supporters who enabled the branch to raise £615 for charity in the past year.

OBITUARY

Shipmate Stan Crocker, Swansea, ex-825 Squadron, HMS Ocean, aged 52.

Shipmate Tom Skelton, Bloxwich, May 26, aged 85.

Shipmate Arthur Lomax, secretary Wythenshawe, June 13, aged 65.

Shipmate Harold Oliver, Stoke-on-Trent, June 6, aged 66.

Shipmate Kenneth Wilson, ex-submarine, Tyne and Wear, June 17, aged 51.

Shipmate Herbert (Shan) Carr, Tyne and Wear, June 20, aged 70.

Shipmate Lorrie Luckhurst,

West Ham, vice-president and founder member, June 19, aged 65.

Shipmate Kenneth Healey, founder member and treasurer, Wakefield, June 25.

Shipmate Ken Birch, founder member and former chairman, Stratford-upon-Avon, July 4, aged 59.

Shipmate Surg. Lieut.-Cdr. J. E. Russell RN (ret'd), Kidderminster, aged 67.

Shipmate J. A. Craigs, treasurer Dereham, June 25, aged 60.

Shipmate Phil Reddington,

Birkenhead, former president Royal British Legion (Wallasey), secretary Burma Star Association.

Shipmate Harry Bellis, Birkenhead.

Shipmate Arthur Platt, Birkenhead.

Shipmate Albert Frederick Williams, founder member West Bromwich and former standard bearer, July 2, aged 64.

Shipmate Leonard Fewings, Newton Abbot, June 12.

Shipmate Philip Mahoney, Bodmin, aged 59.

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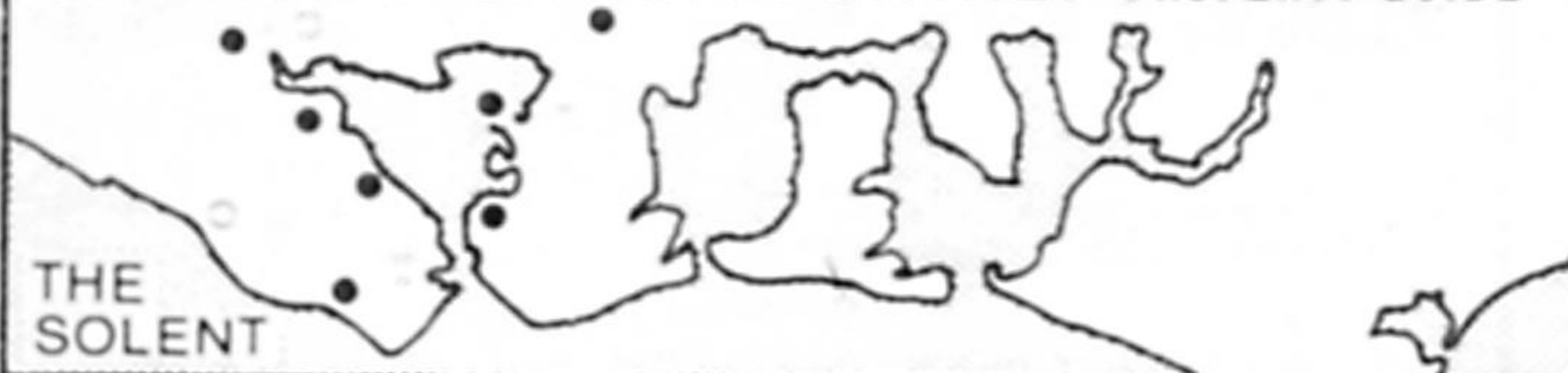
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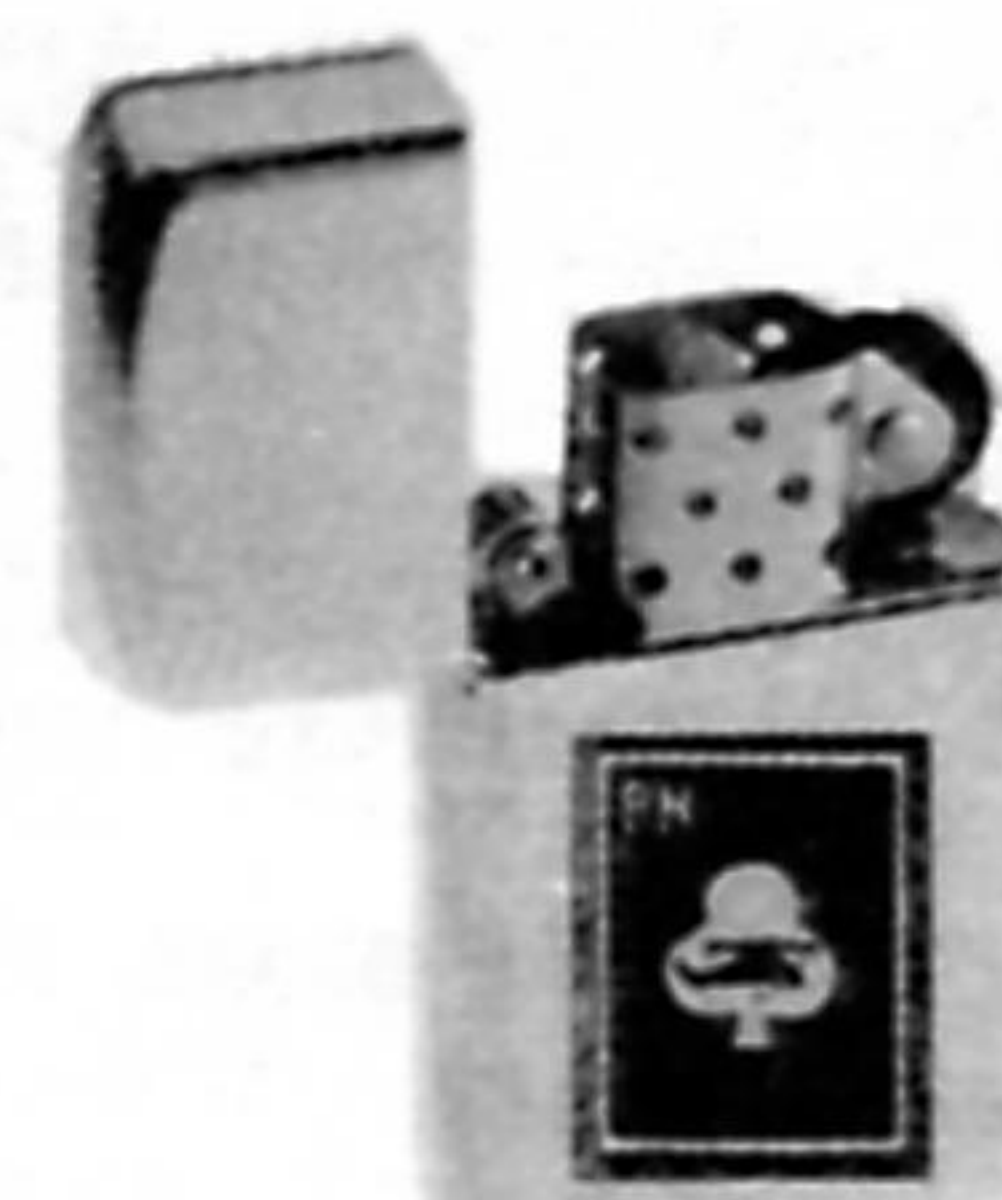
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FLYING THE FLAG



Little 824 is big news, Stateside

THE SMALLEST air squadron in the Royal Navy has been making a big name for itself in the United States.

Among the transatlantic exploits of 824 Squadron's Sea King helicopters were an appearance at a Florida air display attended by more than 40,000 people, two mercy flights, and a grand total of 270 hours in the air during the six-week visit to the States and the Atlantic Underwater Test and Evaluation Centre (AUTEC) at Andros Island in the Bahamas.

The AUTEC work, made difficult by high temperatures and humidity, provided valuable training and experience in operating in a semi-tropical climate and using passive sonar and techniques for finding, tracking and narrowing down to a firing solution on quiet and evasive submarines.

Westward migration is an annual event for 824 Squadron which has had its D Flight

detached to form 849 Squadron — so this year it made the journey with only two of its Sea King Vs, reinforced by another on loan from 826 Squadron.

Personnel were flown to the US by the RAF and British Airways, while the helicopters were transported by container ship to Charleston, South Carolina.

Rocket sites

They were then taken by air to Patrick Air Force Base, near Cape Canaveral, Florida, where they were made fully serviceable for their flight to Andros Island.

While in Florida the squadron took an opportunity to fly the flag by carrying out a formation flypast of Canaveral's rocket launch sites and Space Shuttle pads, and returned later in the



month to show off its aircraft in a static display at Patrick Base "Open House" (air day).

On the purely business side 824 undertook the trial "Baste 85" at Andros, involving the test of Sea King anti-submarine tactics and the firing of Mk 46 torpedoes. Throughout the trials the squadron's engineers and maintainers worked prodigiously, keeping three aircraft flying although they were complemented for only two.

But there were lighter sides to the deployment; shortly before leaving for RNAS Culdrose — and eventual embarkation in RFA Olmeda — 824 held a

Country Fayre at which the personnel laid on an air display and introduced the locals to RN-style horse racing, pancakes and other British amusements.

Mercy flights

Over 700 dollars were raised, of which 400 were presented to the AUTEC school to pay for books. The remainder went to local charities and to the squadron's welfare fund.

Coincidentally, the squadron's first and last nights on Andros were marked by mercy flights. On their final night, 824 was called on to evacuate a sick

sailor from the frigate HMS Plymouth to Nassau. The Plymouth was also conducting trials at AUTEC, as were HM submarines Warspite and Spartan as well as an RAF Nimrod unit.

The incident recalled 824's first night there, when a local fishing boat was spotted drifting over a reef. The Royal Navy's Sea Kings were the only helicopters in the area capable of flying at night, so 824 was asked to help.

An aircraft was scrambled and, when it reached the scene, POACMN Hopkinson entered the water and swam to the

TOP LEFT: Two Sea Kings detached to the Western Atlantic with 824 Squadron fly past the huge Space Shuttle Vertical Assembly Building at Cape Canaveral.

TOP RIGHT: Squadron members line up beside their Sea King display at Patrick Air Force Base "Open House" air day near Cape Canaveral.

LEFT: No parking problems here... Sea King HAS Mk 536 on display at the "country fayre" organised by the squadron to raise money for the AUTEC school, local charities and squadron welfare.

helpless vessel. However, the crew wished to remain on board and the Sea King remained in the area until a surface vessel arrived to pick up the fishermen.

"Our assistance helped to get us off to a good start with the local population, with whom friendship continued throughout our stay," said Sub-Lieut Michael Greenland, one of 824's pilots.

"No. 824 remains the smallest squadron in the Royal Navy, but is certainly one of the most flexible. We look forward to further detachments to the USA and Bahamas."

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FLYING THE FLAG

Hermes in steam again

AS the aircraft carrier HMS Hermes decommissioned at Portsmouth on July 1, another Hermes stoked up steam — locomotive 76017, on Hampshire's Watercress Line.

The most recently restored engine on the privately-owned Alesford to Alton line was officially named when Cdr. Michael Morgan, former commanding officer of the carrier, unveiled the White Ensign from one of the locomotive's sparkling new nameplates (right).

Incorporating the ship's badge, the nameplates were cast in workshops at HMS Dolphin and painted and finished by members of the Hermes ship's company.

HMS Hermes was launched in 1953 — the same year that the engine which bears her name was built.

Picture: PO(Phot) Mac McBarron



Brilliant, Alacrity in Halifax review

Little Rivers enjoy party in Canada

THREE new River-class vessels, HM ships Dovey, Carron and Waveney, returned to the United Kingdom last month after a six-week deployment to Canada arranged to coincide with the 75th anniversary celebrations of the Royal Canadian Navy.

More than 30 warships from a dozen different countries converged on Bedford Basin, Halifax, on June 28, including HMS Brilliant in company with her standing Naval Force Atlantic colleagues, and HMS Alacrity, HM submarine Sealion, and RFA Gold Rover.

Lieut. the Prince Andrew, accompanied by the Governor General of Halifax, reviewed the Fleet.

The three River-class minesweepers were manned entirely by RNR crews during the deployment. In fact, each was manned by three different crews, with change-overs taking place at the end of the passage to Canada and again before the return.

NEWFOUNDLAND

Places visited included St John's, Newfoundland, Sydney and Halifax in Nova Scotia, Charlottetown in Prince Edward Island, and Shediac in New Brunswick.

HMS Brilliant, proudly wearing the flag of Commander STANAVFORLANT, reports that the visit to Halifax was the highlight so far of her deployment with the NATO squadron. It followed sunshine calls to Oporto in Portugal and Cadiz in Spain, Exercise Locked Gate in the Straits of Gibraltar, and a short visit to Ponta Delgado.

Three members of the Force departed to rejoin their own navies immediately before the 75th anniversary celebrations.

WHALER RACE

The week-long occasion was dominated by anniversary celebrations, including several functions and the re-instatement of the HMCS Fraser Perpetual Challenge Trophy for open whaler racing.

First contested by the Royal Navy and the Royal Canadian Navy in 1938 and 1939 (and won on both occasions by HMCS Fraser), the race was not resumed after the Second World War.

To mark the assembly of warships at Halifax, the race was renamed the Fraser Cup and is to be competed for during the annual visit of Stanavforlant to Halifax.

Unfortunately, HMS Brilliant came a close second, so the RN has yet to win the trophy.

But the Brilliant did team up with HMS Alacrity to give the Royal Navy a decisive victory in the Albion Cup sailing series, which is disputed whenever RN and RCN ships meet. Points are totalled up at the end of the year.

After six hectic days in Halifax, the NATO squadron left for Exercise Readex 85 before making detached visits to countries in the Caribbean. The Brilliant visited Tortola in the British Virgin Islands in mid-July.

Plastic Hunts impress in USA

ROYAL NAVY ships are nothing new to Norfolk, Virginia — one of the world's largest naval bases — but the arrival of four Hunt-class mine counter-measures vessels did arouse a curiosity out of proportion to their size.

"Those plastic boats" sparked off considerable interest when they arrived at Norfolk for a two-week maintenance period carried out by the Hunt-class Forward Support Unit.

HM ships Brecon, Dulverton, Chiddingfold and Cottesmore left Rosyth at the end of March for their Westlant deployment, returning to Scotland on June 28.

FESTIVAL

Focal point of their time at Norfolk was the city's famous Azalea Festival, which every year salutes the 16 members of NATO. The United Kingdom was this year's favoured nation.

Miss Alexandra Heseltine, younger daughter of Defence Secretary Mr. Michael Heseltine, was the Azalea Queen, and the four Hunts were able to boost the British representation as downtown Norfolk buzzed with concerts, parades, an air show and a massive ball.

For two days the ships were berthed alongside the city's new commercial waterside complex on which the festival was centred. Thousands of Americans swarmed over the quartet, and the ships' companies were soon awash with invitations from the US Navy



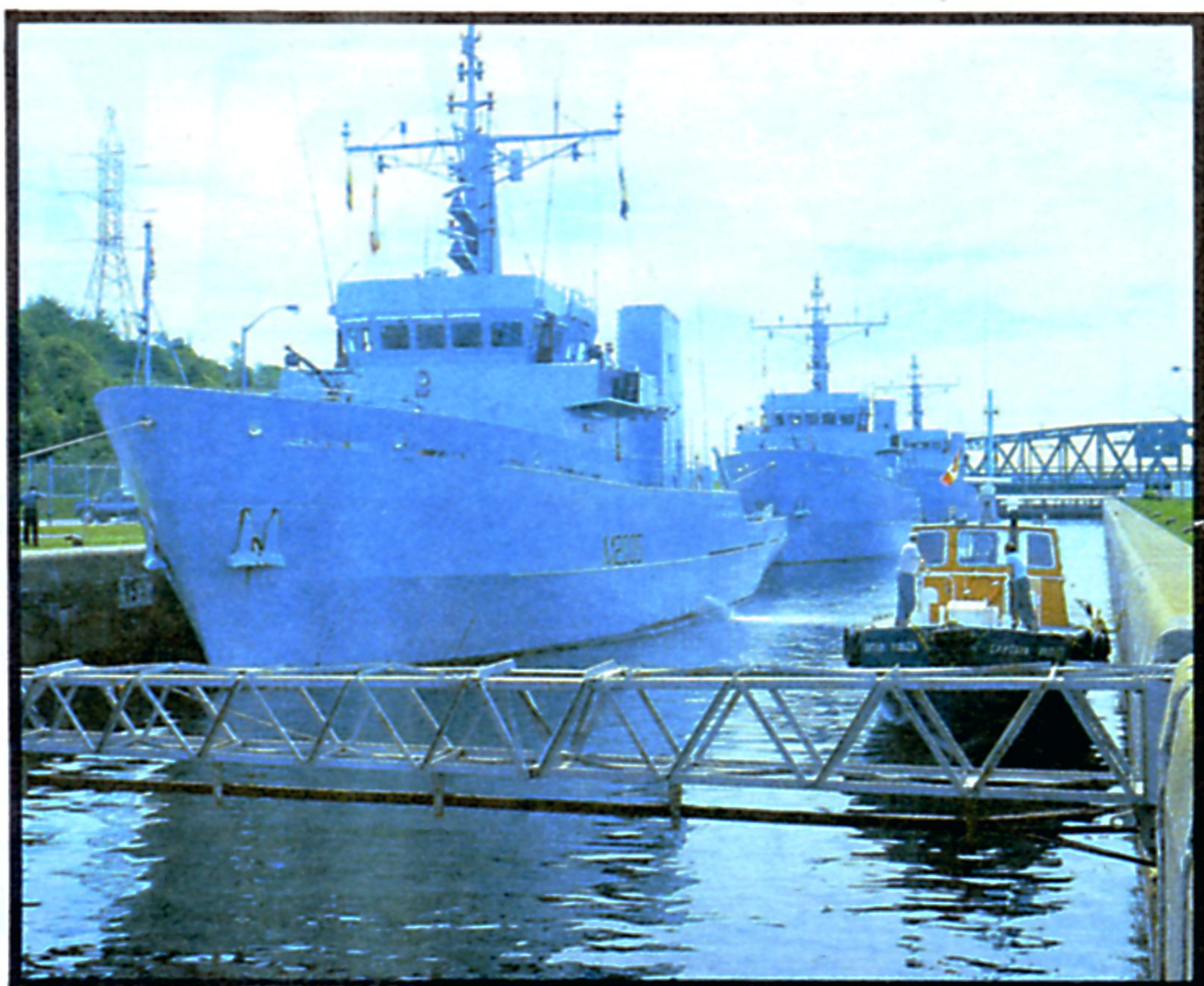
WEM(O) Wilks and STD McEvan of HMS Chiddingfold help out a balloon seller at Norfolk's Azalea Festival. (Picture) CPO(Phot) Roger Carver.

and the local community.

Work followed play, with the four MCMVs involved in Exercise Solid Shield, a USN amphibious assault off the coast of North Carolina.

After a brief visit to Morehead City, the Hunts sailed south to Charleston for a ten-day maintenance period, again undertaken by the Forward Support Unit.

So comprehensive were the facilities in the naval base at Charleston that many of the British sailors chose not to venture beyond the gates into the charmingly preserved 18th Century town. Many did, however, make the obligatory



HMS Dovey leads HMS Waveney and HMS Carron through Camso locks on their passage across Nova Scotia. Picture: LA(Phot) Jon Garthwaite.

Navy dashes to rescue off Naples

QUICK action by two Royal Navy ratings and two US Navy personnel helped save the lives of an Italian man and boy after they were injured in a boat explosion off Nisida Island, near Naples on June 25.

POSA Marty Pulford and CY Steve Harland joined a US rating and officer in giving first-aid to the Italians who had been rescued by another boat after the on-board blast had caused them serious injuries.

The casualties were brought ashore at the NAVSouth HQ where Marty Pulford and Chief

Boatswain's Mate Dave Massey USN were first on the scene. They treated the ten-year-old boy, then drove him to hospital. Doctors said that only a few minutes' delay would have resulted in the child's death.

The man, who was less severely hurt, was given first-aid by Steve Harland and Lieut. Gene Andreoletti USN.

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Keyham coming down

DEMOLITION of the Royal Navy's old engineering college at Keyham, Devonport, started on July 1, 105 years to the day that it opened as living quarters for naval students.

The building has deteriorated so much that it is unsafe and the cost of restoration and maintenance would be too high. The site is expected to be cleared within six months, after which some of the college stone will be used to complete the wall of the naval base along the frontage of Keyham Road.

pilgrimage to Disneyworld in Florida.

The Charleston stay ended with two "shop window" days during which the Hunts showed off their capabilities to American minewarfare specialists.

Next stop was Washington DC, the first such Royal Navy visit since HMS Arethusa called there nearly 15 years ago. Indeed, there have been remarkably few RN visits to the American capital since 1812 when a British fleet sailed up the Potomac and devastated the city with their guns.

ENTHUSIASM

History forgotten, the Hunts were greeted with great interest and enthusiasm. Top ranking US naval and civilian personnel toured the ships, extensive media coverage was given to the visit, and the ships' companies were spoilt with generous hospitality.

On the way back to Rosyth the four ships called at Bermuda to provide a guard for the island's annual Queen's Birthday Parade — and to soak up some sunshine on the beautiful beaches.

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Experience should include maintenance of avionics instruments systems, including general indicating systems, integrated flight control systems, inertial navigation systems, and flight director systems.

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Experience should include maintenance of avionics systems of air-to-air and/or air-to-ground guided missiles.

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Please apply in writing, giving brief details of appropriate experience, quoting reference 033/NN to: The Personnel Officer, Saudi Arabia Support Dept., FREEPOST, British Aerospace Aircraft Group, Warton Division, Warton Aerodrome, Preston, Lancs PR4 1LA or telephone Preston 634317.



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Applicants, aged 28-35, will be required to work in a team with scientists specialising in Operations Assessment of Underwater Systems. Ability to write programs in FORTRAN will be an advantage. Some Special Duties List Officers over the age of 35 will be considered for a few special posts. Preference will be given to applicants with early availability.

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NAVY NEWS READER SERVICES

OFFICER PROMOTIONS

PROVISIONAL half-yearly selections for promotion from December 31 1985 are as follows:

SEAMAN: To captain — A. H. F. Wilks, P. L. Bryan, P. R. Sutermeister, J. Perryman, R. J. Fisher, S. H. G. Johnson, J. B. Taylor, P. J. Cowling, J. P. Clarke, D. G. Littlejohns, N. Westberg, N. R. Essenhigh.

To commander — T. G. L. Burne, M. J. Mullane, B. T. J. Behets, B. V. C. Reeves, C. R. Laird, C. Hunt, P. W. H. Swan, R. A. Fewings, E. A. Rowe, D. Cartledge, P. J. Johnston, A. G. Rogers, D. R. Cust, K. Dudley, C. G. Massie-Taylor, M. D. Booth, P. N. Harris, F. H. Hiscok, H. R. S. Scott, N. S. R. Kilgour, R. A. G. Clare.

ENGINEERING: To captain — R. C. Sharp, F. G. Craig, R. I. M. Wood, J. M. Castle, C. R. Pack, C. J. Esplin-Jones, C. G. Walker.

To commander — D. C. I. Grimsdale, R. S. H. Julien, M. D. E. Davies, E. A. Fearon, D. R. Udy, M. R. S. Bieby, N. J. F. V. Harry, D. W. Birnie, D. R. Fogden, J. M. H. Harries, A. T. White, R. M. Pryn, R. E. Liddard, N. C. Smith, G. D. Pay, M. J. Holmes, D. Watson, M. G. Wood, T. C. Emms.

SUPPLY AND SECRETARIAT: To captain — S. N. G. Sloat.

To commander — M. G. Bates, W. E. P. Jones, M. J. Evans, T. R. R. Batchelor.

INSTRUCTOR: To commander — M. J. Whiting, C. D. Thomas, A. J. Prosser.

MEDICAL: To surgeon captain — J. W. Davies, R. Harland.

To surgeon commander — R. E. Ashton, C. D. Houghton, D. K. Price, J. C. D. Turner, M. C. Frampton.

DENTAL: To surgeon captain (D) — S. N. Bussell.

ROYAL MARINES: To lieutenant colonel — D. J. Minors.

To major — W. R. de W. Lash, P. J. Wilkinson, I. Ballantyne, I. McNeill, G. Langford, R. H. G. Fulton.

ROYAL NAVAL RESERVE

The following promotions have been made to date September 30 1985:

SEAMAN: To captain — M. G. Mills.

To commander — S. R. Dyer, G. N. Wood, P. G. Starkey.

NAVAL CONTROL OF SHIPPING: To captain — I. R. Pemberton.

To commander — C. F. B. Winder, R. M. Keyzor.

ENGINEERING: To commander — T. Cunningham.

MEDICAL: To surgeon commander — G. D. Soppitt, C. A. Devall.

DENTAL: To surgeon commander (D) — B. G. Hobby.

WOMEN'S ROYAL NAVAL RESERVE

To superintendent — M. A. Guy.

To first officer — C. Hands, A. M. Bywater, E. A. Thornborough, M. Noble.

PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Christine (30), 5ft. 6in., Southend-on-Sea.

Lizzie (47), brown eyes, Grimsby.

Pamela (33), 5ft. 2in., Portsmouth.

Doty (48), 5ft. 4in., Florida, USA.

Linda (30), brown eyes, Bristol.

Suzie (39), 5ft. 3in., Shipston-on-Stour.

Chris (24), 5ft. 9in., Oswestry.

Samantha (18), 5ft. 10in., Caine, Wilts.

Lynne (28), 5ft. 7in., Sheffield.

Helena (27), brown eyes, Chelmsford.

Annette (23), 5ft. 7in., Oswestry.

Dorothy (27), 5ft. 2in., Kendal, Cumbria.

Jan (18), 5ft. 3in., Ilford, Essex.

Caroline (21), 5ft. 3in., Birmingham.

Sharon (19), 5ft. 4in., Rugby.

Jackie (18), 5ft. 5in., Bristol.

Lyn (35), 5ft. 7in., Bristol.

Sue (21), 5ft. 7in., Cheshire, Cheshire.

Lynn (19), 5ft. 9in., Middlesex.

Carol (18), 5ft. 9in., Fareham, Hants.

Linda (35), 5ft. 9in., Burnham-on-Crouch.

Ann (30), 5ft. 2in., Portsmouth.

Julie (19), 5ft. 6in., Grantham, Lincs.

Oldith (40), 4ft. 8in., Derby.

Sarah (16), 5ft. 3in., Willenhall, W. Midlands.

Teresa (48), 5ft. 4in., Rochester, Kent.

Sandy (20), 5ft. 1in., Barnet, Herts.

Lynn (20), 5ft. 5in., Glasgow.

Isabel (35), 5ft. 2in., Burton-on-Trent.

Yvonne (24), 5ft. 5in., Croydon, Surrey.

Sonia (19), 5ft. 4in., Llanelli, Dyfed.

Tina (23), 5ft. 2in., Oswestry.

Lisa (19), 5ft. 2in., Teignmouth.

Andrea (21), 5ft. 2in., Llanelli, Dyfed.

Lisa (17), 5ft. 6in., Harwich, Essex.

Martine (16), Cardiff.

Melanie (23), Chace, Oxon.

Jill (45), 5ft. 6in., Trowbridge, Wilts.

Tracey (17), 5ft. 6in., Harwich, Essex.

Kimberley (19), 5ft. 8in., Mitcham, Surrey.

Leigh (33), 5ft. 3in., Hastings, Sussex.

Jane (37), 5ft. 7in., Oswestry.

Sandra (20), 5ft. 8in., Southampton.

Linda (19), 5ft. 5in., Mansfield, Notts.

Chris (32), 5ft. 3in., Stockport, Cheshire.

Caroline (19), 5ft. 7in., Edinburgh.

Rachel (16), 5ft. 3in., Llanelli, Dyfed.

Patricia (37), 5ft. 5in., Kingston, S. Yorks.

Angela (25), 5ft. 2in., Purley, Surrey.

Susan (24), 5ft. 10in., Woodside, London.

Rose (22), 5ft. 2in., Oswestry.

Jane (32), 5ft. 2in., Southampton.

Valerie (42), 5ft. 7in., Naas, Co. Kildare.

Mary (43), 5ft. 4in., Aylesbury, Bucks.

Karen (24), 5ft. 4in., Lichfield, Staffs.

Mrs. R. (38), 5ft. 4in., Leicester.

Anne (27), 5ft. 3in., Stevenage, Herts.

Allison (18), 5ft. 6in., Leeds.

Dorita (22), 5ft. 1in., Cardiff.

Karen (16), 5ft. 3in., Llanelli, Dyfed.

Ann (40), 5ft. 3in., Peterborough.

Angela (22), 5ft. 11in., Plymouth.

Samantha (18), 5ft. 5in., Poole, Dorset.

Rosemary (31), 6ft., Bracknell, Berks.

Mary (36), 5ft. 2in., Fleetwood, Lancs.

Suzanne (22), Redcar, Cleveland.

Juliet (19), 5ft. 4in., Havant, Hants.

Marie (37), 5ft. 8in., Dagenham, Essex.

Sandra (22), 5ft. 7in., Wantage, Oxon.

Donna (17), 5ft. 6in., Reading, Berks.

Allison (20), 5ft. 8in., Hull.

Christine (27), 5ft. 2in., Fareham, Hants.

Sheila (31), 5ft. 7in., Hengoed, Glam.

Lisa (19), 5ft. 3in., London.

Lynn (25), 5ft. 5in., Birmingham.

Lawn (25), 5ft. 2in., Dudley, W. Midlands.

Linda (20), 5ft. 6in., Ashford, Surrey.

Shirley (21), Skegness, Lincs.

Diana (19), 5ft. 4in., Manchester.

Jane (26), 5ft. 3in., Crewe, Cheshire.

Yvonne (18), 5ft. 5in., Enfield, Middx.

Shona (16), 5ft. 8in., Crawley, Sussex.

Prudence (40), 5ft. 10in., Horsham, Sx.

Susan (17), 5ft. 10in., Neuston, Warks.

Jane (39), 5ft. 6in., Plymouth.

Deborah (17), 5ft. 6in., Worcester.

Bernadette (17), 5ft. 7in., Wellingborough.

Ruth (17), 5ft. 5in., Billericay, Essex.

Ellnor (45), 5ft. 3in., Hartlepool.

Wendy (18), 5ft. 4in., High Wycombe.

Suzi (16), 5ft. 7in., Cambridge.

Karen (18), 5ft. 6in., Birmingham.

Christine (18), 5ft. 5in., Bedford.

Patricia (21), 5ft. 4in., Dewsbury, Yorks.

Jan (18), 5ft. 4in., Hertford, Herts.

Anne (24), 5ft. 6in., Manchester.

Denise (33), 5ft. 5in., Leeds.

Patricia (40), Plymouth.

Karen (19), 5ft. 5in., Canterbury.

Tracy (19), 5ft. 2in., Canterbury.

PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in July:

OPERATIONS BRANCH

(SEAMAN GROUP)

To CPO(SR) — A. P. Howells (Hecla).

(REG. PT AND R)

To MAA — K. C. Handy (Aurora), R. L. Jones (Sultan).

SUBMARINE SERVICE

To CMEM(M)(SM) — S. Thompson (Superb), G. Wagstaff (Courageous), P. J. Hods (Wasp), K. McAlenan (Neptune), D. S. Murray (Neptune).

MARINE ENGINEERING

To CMEM(L) — D. G. Watts (Achilles).

To CMEM(M) — M. F. McCabe (Vernon), B. G. Mountford (Defiance), C. W. Easton (Sultan), M. K. Jones (Dolphin), W. Alston (SM2), D. J. Young (FOST), E. J. Baxendale (York).

SUPPLY AND SECRETARIAT

To CPWTR — M. J. Newton (Nelson), R. J. Ewen (Nottingham), N. W. Price (Beaver), W. J. Hampson (RN Singapore), C. D. Solly (Ark Royal), J. F. Macnally (Manchester).

To CPOCK — J. J. Pratt (FOSNI), S. M. Nicholls (Ark Royal), J. E. Tolhurst-Harris (Illustrious).

To CPOCA — K. L. Barnwell (Daedalus), S. W. Foster (Berwick).

MEDICAL BRANCH

To CPOEN(G) — A. Fryer (Haslar).

FLEET AIR ARM

To CAEM(L)(W)(WL) — M. E. Dalby (Daedalus), R. G. Ellis (810 Sqn), P. Coshaw (Daedalus FGC).

To CPOA(AH) — P. J. Cobham (Seahawk), D. R. Daglish (Heron), C. C. Newsham (Seahawk).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in June for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA(M)(GS) — A. J. Dorricott (Sultan), S. J. Ball (Exeter), T. D. Hackney (Alacrity), B. A. Foster (Manchester), D. S. Simpson (Alacrity).

To ACCMEA(P)(GS) — C. W. Adshead (Glamorgan).

To ACCMEA(H)(GS) — I. T. Palling (Liverpool), D. L. Thomas (Drake), M. C. Dickson (Defiance), C. B. Crump (Arrow).

REUNIONS

HMS Paladin: A reunion will be held in HMS Vernon, Portsmouth, on November 2. Those wishing to attend should contact Fred Plenty, 43 Sydenham Road, Bridgwater, Somerset.

HMS Churchill (1940-44): Members of the ship's company of the ex-USN "four-stacker" HMS Churchill are holding a reunion in Nov. Those wishing to attend and not yet contacted should get in touch with Lieut.-Col. I. A. Hennell RNR, Hillside, Hill Road, Reydon, Southwold, Suffolk IP18 6NL.

HMS Llandaff: Ex-members of the Llandaff, who served prior to the ship going into reserve in 1971, interested in a reunion or association should contact Mr. D. Chapman, 48 Greenway, Pinner, Middx.

DEMS Association's third reunion dinner takes place at Hanworth RMA Club, Hanworth, Middx at 3 pm on Sept 14 (wives invited). Details from Mr. G. Wilson, 23 Bushy Park Drive, Teddington, Middx TW11 0LQ, tel 01-977-0123.

HMS Phoebe (1966-68): Members of the first commission of the Phoebe, are holding their third reunion on Dec 14 at the Union Jack Club, London. For details contact Mr. D. Williams, 23 Bolters Road, Horley, Surrey RH6 6QS (tel 0293-773161).

HMS Coventry Old Hands Assn reunion will begin on Sept 14 at 1530 in Coventry Cathedral with a memorial and wreath-laying ceremony, followed by a social in HMS Mercia, the RNR Centre, 75 Smith Street, Coventry.

HMS Sheffield Assn reunion will take place in Portsmouth on Oct 12. Details from Mr. Alfred W. Fowler, 8 Lyme Road, Southend-on-Sea SS2 4HH (tel 0702-614203 after 1830).

Royal Marines PT Branch Reunion Club: Members are holding their annual reunion at the Commando Training Centre,

To ACCWEA(WD)(GS) — P. C. Maidment (Aurora), G. F. Leech (Collingwood).

To ACCWEA(WD)(GS) — E. Sharpe (Portsmouth NB).

To ACCWEA(WD)(GS) — W. E. Hammond (Invisible).

To ACCMEA(M)(SM) — W. Belshaw (Ocelot).

To ACCMEA(ML)(SM) — D. A. J. Smith (Spartan).

To ACCMEA(EL)(SM) — C. Walker (Revenge S).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in April:

CPOMEA — M. W. Bignell (Portsmouth NB), S. Jones (Spartan), S. E. Lockwood (Collingwood), I. T. Simpson (Jupiter), P. J. Turner (Defiance).

ACPOEAE — N. L. Jones (Neptune), K. S. Perry (Spartan), I. C. Spencer (Sultan), P. A. Stokes (Glasgow).

CPOMEA(L) — J. E. Saunders (Broadswold).

ACPOEAE(M) — R. Emmott (Sovereign), D. G. Knight (Revenge Stbd), A. D. McLean (Royal Arthur).

CPOEAE(R) — L. P. Butler (815 Ft 230).

ACPOEAE(A) — A. Cowling (Osprey 702 Sqn).

CPOEAE(M) — A. M. Pegg (Heron).

ACPOEAE(M) — C. Fitzgerald (Heron).

ACPOEAE(L) — A. H. Smith (815 Ft 209).

CPOWEA — G. C. Asbury (Opossum), P. Bennett (Aurora), R. Brown (Rosyth), R. J. Clixby (Cambridge), S. D. Falconer (Cleopatra), W. M. Macaskill (Rosyth), D. J. Morton (Galatea), S. D. Osliff (Neptune), M. J. Watts (Birmingham).

ACPOEAE — G. Armstrong (FOST), D. A. Cooper (Revenge Port), W. B. Perry (Captain SM2), G. M. Speirs (Dolphin Spare Crew), A. W. Wallace (Southampton).

FIRST CLASS TECHNICIAN

HMS Centurion has been notified of the following promotions to first class technician which were made by commanding officers in April:

ACT1 — K. C. Broad (SCU Leydene), G. J. Rees (Beaver).

MT1 — P. T. Griffiths (RNH Haslar).

WE ARTIFICER CANDIDATE ROSTER

Latest course detailed: WEACIS 58. Start date: July 8 1986.

Roster dates of highest men not yet detailed for courses: (R) 4/2/84, (O) 28/8/84.

Lymington, over the week-end, Oct 12-13, with a buffet dinner on Sat evening. Details from Pat Maxwell, Russ Leven, 14 Knoll Place, Walmer, Kent CT14 7LX.

HMS Barham Survivors Assn reunion dinner will be held in the Royal Sailors' Home Club, Portsmouth, on Sept 14, at 6pm, tickets £7.50. For details contact Mr. Len Horner, 1 Brays Springs, Roundhills, Waltham Abbey, Essex EN9 1TR.

HMS Manchester Assn annual meeting takes place at the RMA Club Adelaide Road, Royal Leamington Spa, on Aug 17. Details from Mr. L. McDonald, 37 Edmund Road, Southsea, Hants PO4 0LL (tel 0705-739384, after 5pm). Mr. McDonald also wishes to contact the secretary of the HMS Pathfinder Association.

HMS Wensleydale (1942-44): A reunion dinner for ex-Wensleydale will take place at the Royal Sailors' Home Club, Portsmouth, on Oct. 12. Details from Mr. George Luscombe, 5 Menston Close, Worcester WR4 0BB (tel Worcester 25131).

HMS Cockade (1951-53): Mr. Harry Unsworth, 29 Belgrave Road, Newton Abbot, Devon (tel 65414) is anxious to get in touch with former members of the ship's company of the Cockade who joined the ship in Hong Kong, to arrange a reunion.

GARNNS Ratings Assn reunion will take place at the Victory Services Club, Seymour Street, London, Sept 14, at 1400. Details from Mrs. M. Hobson, 33 St Edwards Road, Gosport, or Miss P. M. Hambling, RN Hospital Haslar, Gosport.

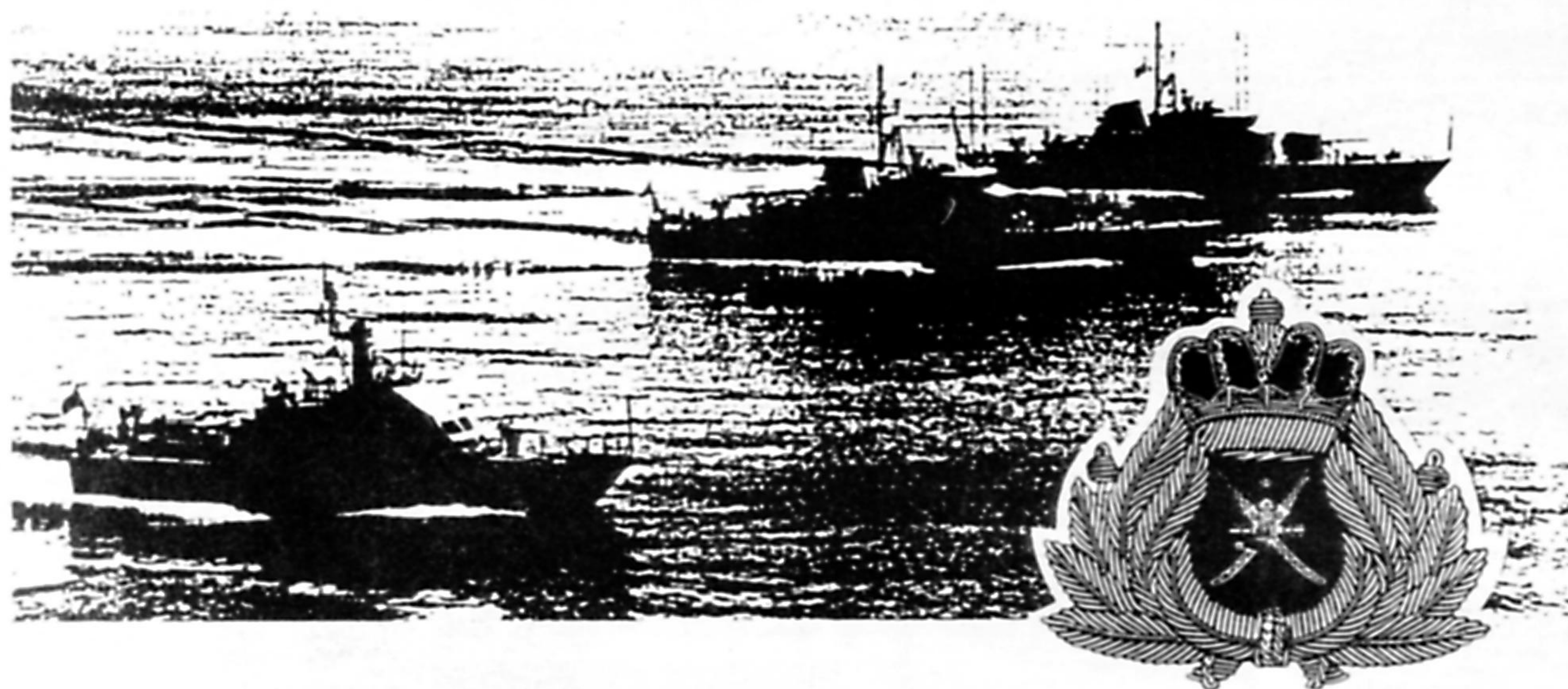
Amethyst Assn: Members are holding their annual reunion in the Senior Rates Mess, HMS Drake, on September 7, 7.30pm to midnight. Details from Mrs. Sheila Smith, 50 Drumfry Road, Colgrain, Helensburgh, Scotland G84 7TY (tel 0436-6289).

White, who served in the Jamaica and is believed to be living in Southampton.

HMS Fire: Mr. R. K. Janssens, 7 Radlett Road, Park Street, St Albans, Herts (tel 0727-72956), wants to contact his oppo. Tony Whetmore, who served in the Fire as an assistant manager NAAFI five years ago.

Malta 1945-46: Mr. T. W. Jordan, 30 Edgeview Walk, Kinner, West Midlands DY7 6AX, wants to trace ex-ABs G. Rogers of Brighton and G. Mitchell of Rochester, who served on the staff of C-in

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LIEUTENANTS (SD) (S) AND (W)
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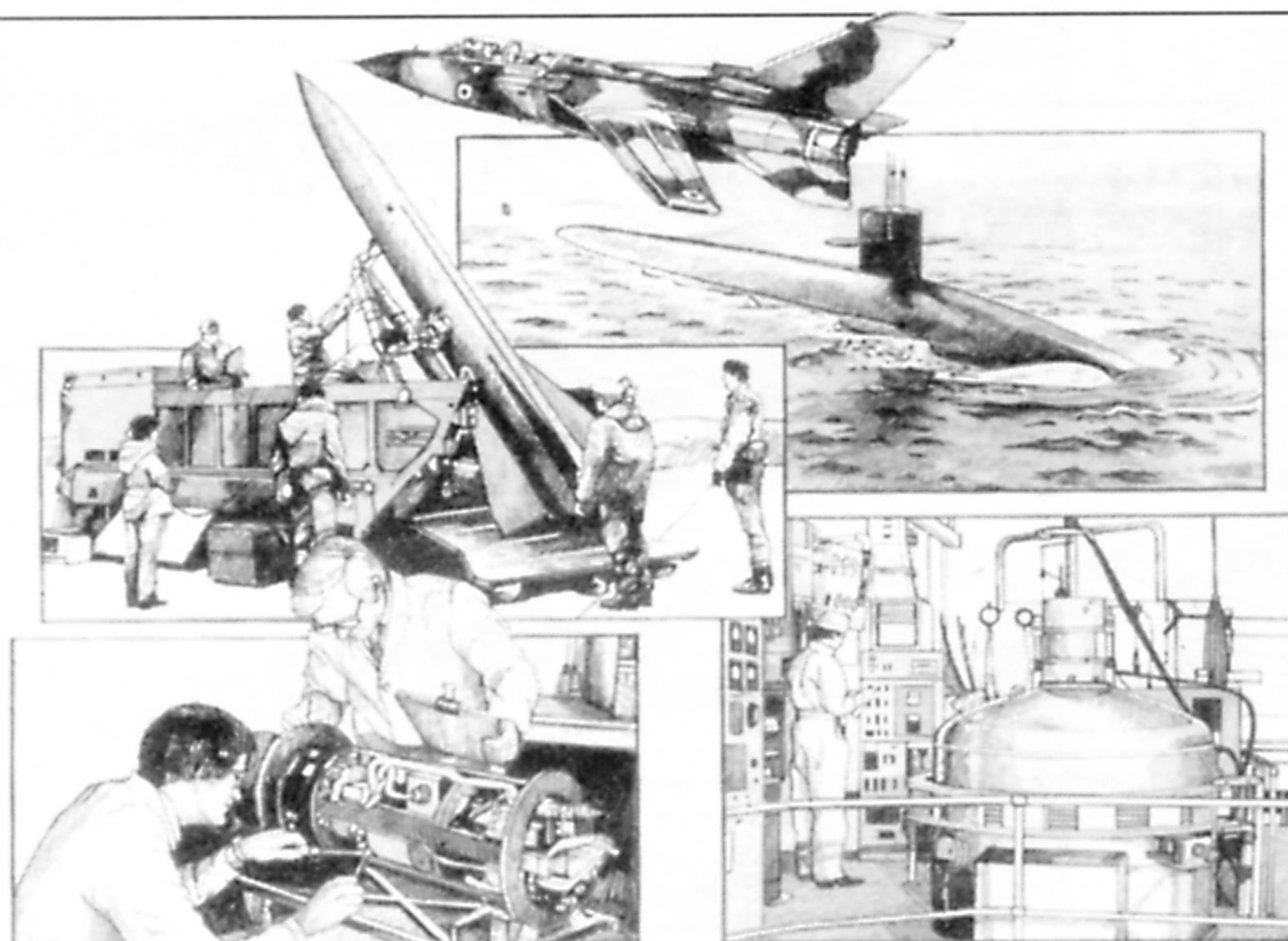
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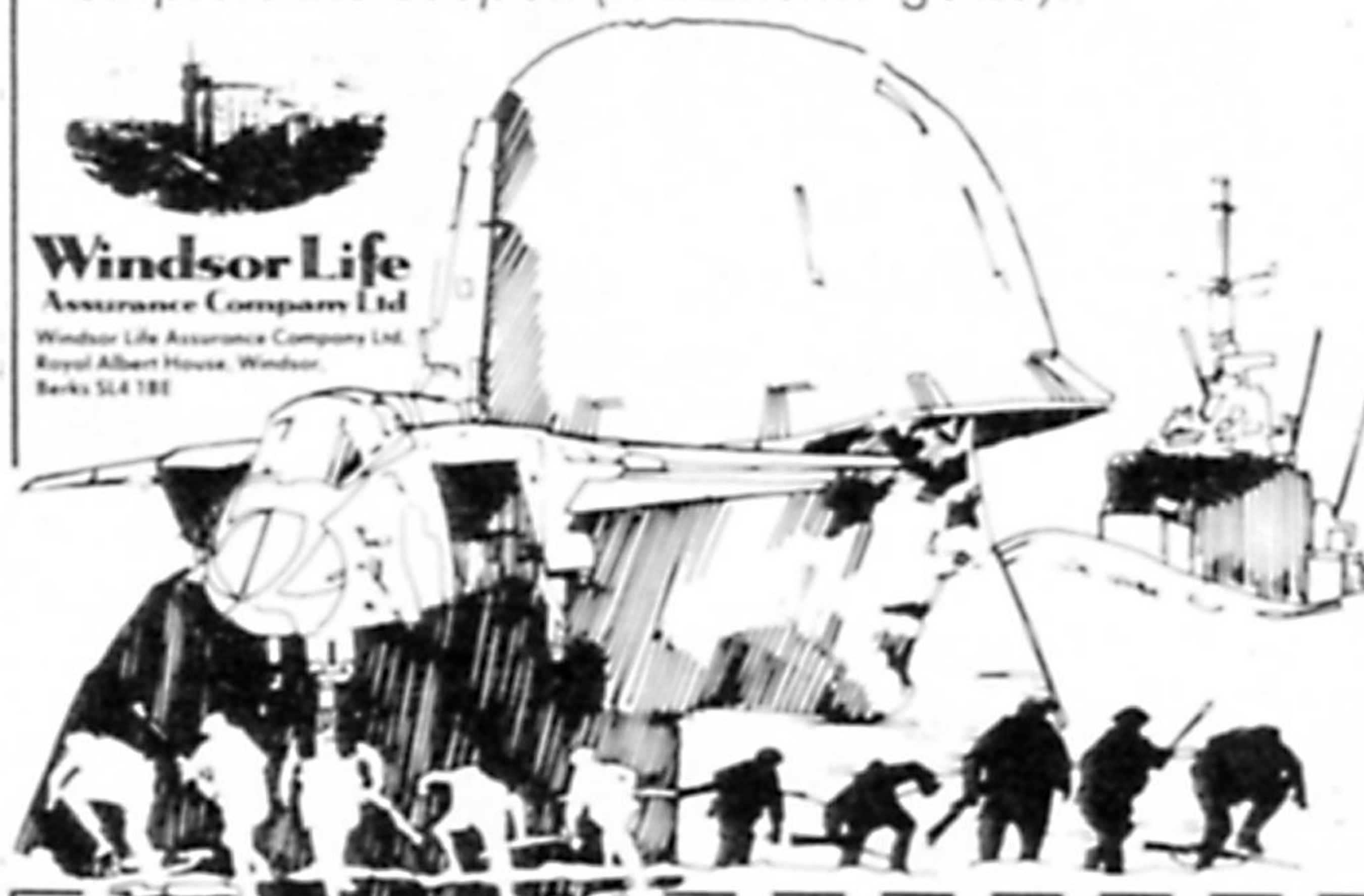
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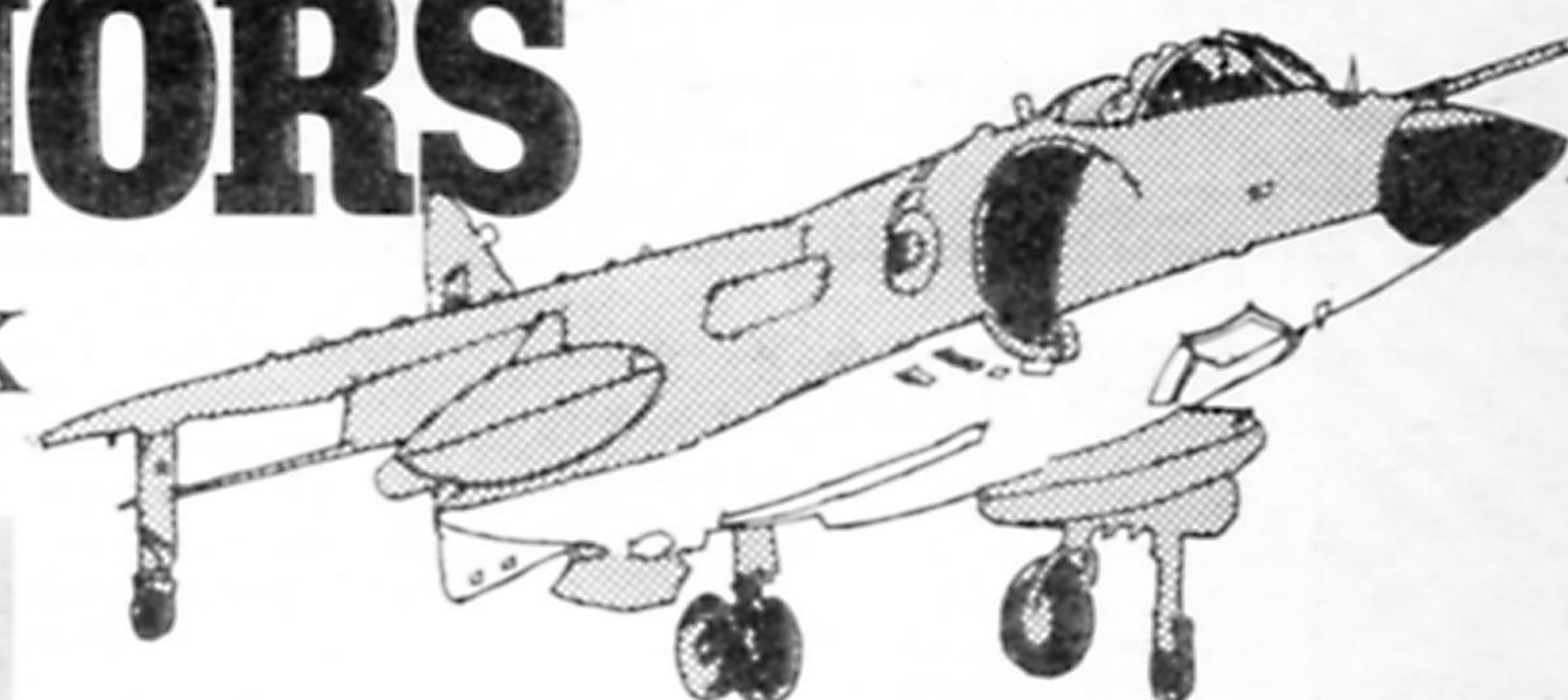
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Cleo, Jersey win late, late finals

THE FLEET'S Midi-Ships soccer and Mini-Ships rugby finals took place in the first week of July, which leaves just the Mini hockey to be decided.

Rider of the Year

PO David Moore (HMS Daedalus) won the RN Motorcycle Club's rider of the year competition held at HMS Sultan on June 19. Runner up was Dave Freeman.

Sections included braking and balance, machine control and width and distance judgment, and were organised by Gosport RoSPA Motorcycle Training Scheme and Gosport Road Safety Officer Mr. Martin Ames.

SULTAN RACE

RUNNERS wishing to take part in the third annual HMS Sultan ten-mile road race, run concurrently with the RN road race champions, on September 29 should send a stamped addressed envelope to The Race Secretary, Gymnasium, HMS Sultan, Military Road, Gosport.

HMS Cleopatra beat HMS Rothesay 4-1 in the soccer final, played in HMS Excellent on July 5. The Rothesay was alongside in Portsmouth for the weekend, and the Cleos travelled up from Plymouth for the game.

Fleet sport

Rothesay's goalkeeper kept them in the game with a string of good saves, and they might have won if they had converted a penalty two minutes from full time. But it ended at 1-1 and Cleopatra made sure with three extra time goals.

RUGBY

HMS Jersey beat HMS Shetland 19-6 in a tremendously hard Mini rugby final at Rosyth on July 8. Shetland were ahead at half-time, but their opponents surged ahead in the final ten minutes.

Although the match was played in mid-summer, conditions were very appropriate for the sport — cold and wet!



PO Buck Taylor of HMS Cambridge with the 15lb. of bream that won him the first day honours at Tamar Lake in the match between the Royal Navy, the Shakespeare Super Team and Roche AC. CPO Tony Panzeri was the individual winner at Wheal Rashleigh on the second day. Overall result was — 1, RN and RMAA; 2, Shakespeare; 3, Roche AC.

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Third again, but first for effort

IT HAS almost become customary that the Royal Navy athletics team finish third at the Inter-Services championships, this year staged at Aldershot. However, I can report that there were some truly exciting performances from some of our men and women, and full marks for enthusiasm, writes John Phillips.

The match started on a high note for the Navy, with MNE Winston Spencer (RM Eastney) not only winning the 400m hurdles, but breaking the championship record. CPO Terry Price (Collingwood) took the bronze medal with a personal best time.

Alas, this deluge of points did not last, although there were more excellent performances on the track.

App Rupert Williams (Collingwood) was just pipped on the line by GB international Kris Akabusi in the 200m, recording a time of 21.8sec. Williams came storming through to take third place in the 100m, and with Spencer was selected to represent Combined Services at Crystal Palace on August 7.

The Navy had little success in the field, and in other races on the track our athletes could not match the might of the other two Services. Last event of the men's match did, however, provide a marvellous finale.

This was the 4 x 400m relay, in which the Navy squad finished second in 3min 13sec to better the RN record.

Athletics

MNE Gary Penhall opened with an excellent first leg to put the Navy in the lead, PO Errol Johnson (Sultan) ran a storming 47sec split time to hand over to Cpl Russ Williams (42 Cdo) who gave Winston Spencer the baton and a run against Kris Akabusi — and what a battle it was.

Kris showed just why he is an international, fast and experienced enough to finish a second ahead at the line.

The Army took championship honours, with the RAF second and the Navy third.

GIRLS

I took some stick over my lack of enthusiasm for the girls in the RN championships, but what I had hoped for was a response. I certainly got one at Aldershot, where LPT Angie Goskirk, LCQA Sue Freeman, LWren Kathy Nurdling, CWPT Nuala Atkey, CWren Shirley Robinson and the rest showed real grit.

Sue Freeman came second in the 800m, missing the Navy record by 0.1sec., came second in the 100m hurdles, and ran a magnificent 58sec. anchor leg

for the Wrens to win the 4 x 400m relay.

No one was sitting down as she battled past the Army runner on the home straight to win by inches.

Kathy Nurdling (ASWE) equalled the RN 100m record to finish third in 12.4sec, Angie Goskirk took second place in the discus, while Nuala Atkey was outkicked on the last lap to finish second in the newly introduced 3,000m.

The 4 x 400m squad of LWPT Lorna Gough, Sue Freeman, Wren Pippa Cooke and LWren Viv Jenkins knocked 11 seconds off the Navy record, and Shirley Robinson beat the Navy 1,500m record in finishing third in that race. She and Sue Freeman were selected for Combined Services, as were Kathy Nurdling and Nuala Atkey who, unfortunately, are not available.

It was good to see the Wrens battling so hard, and your correspondent certainly had to eat humble pie. Everyone did their best and a manager cannot ask for more. Thank you, one and all.



Selected for the GB Service Rifle team are (back, left to right) CPO Phil Hobson, PO Chris Privett and CPO Alan Ball, and (front) MNE Steve Wheeler and Queen's Medal winner MNE Colin Humphreys

Picture: LA (Phot) Brayley

COLIN IS TOP SHOT FOR SECOND YEAR

MNE COLIN HUMPHREYS of Training Reserve and Support Forces is for the second year in succession the champion shot of the Royal Navy and Royal Marines, writes Brian Witts.

Bisley

He won the Queen's Medal at the RN Small Arms Meeting at Bisley from July 3 to 14 by a clear margin with an aggregate score of 962, 17 points ahead of LCpl David O'Connor, the runner up.

POOLED EFFORT

RM POOLE won the Corps volleyball championships, beating 40 Cdo in a final of the highest quality. Plate winners were RM Eastney, who beat off a tremendous challenge from a six-man team of Royal Marines from the Fleet.

Player of the tournament was MNE Stuart Gibbs (RM Eastney), and the trophy for the most promising newcomer was awarded to Musn. Keith Cordon (Fleet RM).

Laser to replace Bosun

AFTER long service in the encouragement of sailing in the Royal Navy, the Bosun dinghy is being replaced by Lasers in certain classes of ship. The Laser is an internationally-recognized single-handed dinghy, whereas the Bosun requires a crew of two.

The Bosun national championships take place in the Solent under the auspices of the RNAA (Portsmouth branch) on September 21 and 22.

A welcome in the hillside!

THE NAVY'S inaugural fixture against Brecon and Radnor turned out to be a very pleasant one indeed, writes Roger Knight.

It was conducted over the well manicured course at Cradoc, a hilly, parkland golf club set amid beautiful scenery on the outskirts of Brecon. Even the weather was perfect.

The Navy lost narrowly, going down 3½—1½ in the foursomes, but drawing the singles 5—5.

CPO Clive Shinn and App Jim Thompson (Collingwood) won their match, while MNE Mark Bawden and Musc. Joe Sharp achieved a half. Naval winners in the singles were Bawden, Shinn, Sharp, Lieut.-Cdr. Malcolm Edmunds and Lieut. Euan Hardman.

WELL BEATEN

A below strength Navy team was soundly beaten 13—2 by the Civil Service at Hayling Island on July 17. The only win was achieved in the singles by LWEM(O) Steve Lambert, a former Navy player who has been out of the reckoning for a while.

Newcomer CPOA Ben Bryant (Raleigh) got a half to celebrate his debut, while Clive Shinn and Jim Thompson added another half in the foursomes.

As Navy News was going to press, the first Navy Cup competition involving 18 ship and establishment teams, was taking place at Southwick Park near HMS Dryad.

Navy golfers traditionally pack their clubs in August and go on holiday, so the next events on the calendar are not until September. The Royal

Golf

Navy Inter-Command matchplay championships are at the Royal Cinque Ports, Deal, from September 4 to 6, followed by the Inter-Services at Blairgowrie, Perthshire, on September 23 to 26. The Senior Service is hosting this year's tournament.

More than 70 golfers entered the Plymouth Command championships at Launceston, including many from ships. Winner and Command champion was AB Dave Hughes of HMS Phoebe with rounds of 79 and 77. A team competition held concurrently was won by HMS Defiance.



Team captain POWPT Judy Cotterill pours the bubbly while POWren Katrina Paton opens a second bottle to celebrate the WRNS successful defence of their Women's Inter-Service volleyball title in HMS Collingwood on July 13. The experienced Wrens completely outplayed both Army and RAF women with excellent teamwork and aggressive play

Youngsters push Army to limit

Swimming

chairman of Navy Under-19 swimming, for his behind-the-scenes efforts to make people available.

In the end the swimming championship was decided on the final 4 x 2 freestyle relay, with the Navy needing second and third places to clinch the trophy. But it was not to be. The second string finished fourth and the Army got home by the narrowest of margins.

CPO Storey, however, was

absolutely delighted with the efforts of his youngsters and was full of praise for their all-out efforts.

Winners for the Navy were Wintle, Jones, Hurst and Cooper, and the 4 x 2 medley relay team.

The senior Inter-Services gala takes place in HMS Collingwood on August 6 and 7, with the diving at Southampton at 1900 on the 6th. Final of the water polo is at Collingwood the following morning, followed by the swimming competition at 1400.

In the best Navy water polo final for years, Naval Air Command beat the Royal Marines 7-6 at the annual championships in HMS Collingwood, held as Navy News was going to press.

The Royal Marines did, however, retain their swimming championship by a wide margin, while Air / Scotland earned a narrow victory in the women's Inter-Group competition, beating Portsmouth by just six points.

Full details will appear in the September edition of Navy News.

GB TEAM

Five out of the ten members of the Great Britain Service Rifle team are from the Royal Navy and Royal Marines. They are Queen's Medal winner MNE Colin Humphreys, MNE Steven Wheeler, CPOs Alan Ball and Phil Hobson, and PO Chris Privett.

The Navy's best result in the Inter-Service competition at Bisley involving the RN, Army, RAF, RM, TA and RNR was second in the United Services SR Rifle VIII competition. The Navy's other positions were third in the Service pistol and long range target rifle, and fourth in the sub machine gun and short range rifle competitions.

Navy pentathletes bowing out

TWO outstanding naval modern pentathletes are being lost to the Royal Navy. Wren Mandy Flaherty left the WRNS in June and CPOPT Neil Montgomery is going outside under the current redundancy scheme.

Mandy, wife of Navy pentathlete LPT Micky Flaherty, has been the top Service lady pentathlete for the past five or six years, and has also represented the Navy at cross-country running, swimming and athletics. She is also a full international modern pentathlete.

Neil, although himself an accomplished performer, is best known for his organisational and coaching skills. He introduced many Navy athletes to the sport and founded the current successful RN women's pentathlon group, including Mandy Flaherty.

Catching disease so hard to shake

THE STORY of the middle part of the Royal Navy's cricket season has been a chapter of dropped catches, run outs and failure to capitalise on good starts, writes Derek Oakley.

Against Devon, however, who earlier in the week had given Warwickshire a good run in the Nat West Trophy, everything came right.

Although many of the team had left their beds at 5.30 in the morning to get to Instow, near Barnstaple, the Navy batted well after losing an early wicket. The two Royal Marines lieutenants, Austin Roberts and Robin Hollington, put on 76 in 67 minutes, with the latter smashing 24 and 14 from two consecutive overs.

He was eventually run out for 69, by which time a third Royal Marine, Lieut. Charlie Hobson, was in full flow. He and skipper

Cricket

Lieut. Tony Izzard added 86 in under an hour from 15 overs and a final score of 233-4 was a good one on this lovely seaside ground.

Catching was apparently difficult for both sides and the Navy suffered worst. Tight medium pace bowling by LWTR Andy Collier and AEM Chris Campbell contained the early batting.

MEM Andy Chester flighted his slow left arm well in taking 4-40, but four catches went down as Devon accelerated towards their target. However, a superb over from Collier when only ten were required from the last over, meant the Navy won by eight runs.

Royal Navy 233-4 (C Hobson 70 not out, R Hollington 69, A Izzard 38, A Roberts 26). Devon 225-7 (T Farkin 55, A Chester 4-60). RN won by eight runs.

Against United London Banks, a delayed start saw the Banks score slowly against a depleted attack. Collier took 3-55 and Campbell 2-62 before the Banks declared at 180-5 from 54 overs. This left the Navy 44 overs batting but no one was able to build an innings and the Navy struggled to 76-7, leaving the match drawn.

United London Banks 180-5 dec. (A Collier 3-55, C Campbell 2-62). Royal Navy 76-7. Match drawn.

CIVIL SERVICE

Put into bat on a dampish pitch at Bath, the Civil Service soon lost three wickets for 25. However Alan Burridge, formerly of Middlesex, who had already scored a century against the Combined Services at Arundel earlier this year, and Malcolm Dyer, put on 82 in under an hour.

Minefield of a pitch blows Under-25 hopes

WHAT HAS been a most encouraging season for the Royal Navy Under-25 side ended disappointingly with two defeats in the junior Inter-Services cricket tournament at BRNC Dartmouth last month.

Runs were never easy to come by on an awkward wicket, and no side batting second scored more than 150 runs. Unfortunately for the Navy, they twice lost the toss and forfeited first use of the strip.

In the opening game the Army scored 228, by a long way the biggest total of the

tournament. AEM Chris Campbell picked up five wickets and LMEA McMaster three, but their efforts came to nothing as the Navy were bowled out for 118.

AIR FORCE

Next day the Navy bowled the Royal Air Force out for 149, McMaster taking three and LMEM Andy Chester four, then got shot out for 70 as the wicket became progressively more spiteful.

The RAF were the strongest of the three sides and also had the good fortune to bat first in both their games. In the

decider they struggled to 144 against the Army, then knocked over the soldiers for 68.

All three teams produced good bowling and brilliant fielding (skipper Kevin Norwood held on to six of the Navy's 18 catches in the tournament), but they deserved a rather better surface on which to perform.

Army 228 (Capt. Gordon-Lennox 83, Cpl Gill 60 n.o.; Campbell 5-46, McMaster 3-33). RN 118 (Sub-Lieut. Simon Dick 23, LMEM Andy Chester 21 n.o.). Army won by 110 runs.
RAF 149 (Chester 4-35, McMaster 3-31). RN 70 (Lieut. Austin Roberts 29). RAF won by 79 runs.
RAF 144. Army 68. RAF won the Under-25 Inter-Services tournament.

Earlier in the month the Navy youngsters recorded a good win over Berkshire at Pangbourne, lost to the Southern League Under-25 representative side at Burnaby Road, Portsmouth, and suffered a last-over defeat against Hertfordshire at Hertford.

RN 200-9 (Lieut. Robin Hollington 79, Paul Barker 35, Steve Hall 32). Berkshire 172 (Campbell 3-13, Chester 2-23). RN won by 28 runs.

Southern League 214-4 (Campbell 2-44). RN 146-6 (Simon Dick 32, Campbell 29, Mid. Richard Hamilton 27). Southern League won by 68 runs.

RN 183-7 (Hall 58 n.o., Barker 29). Hertfordshire 187-5. Herts won by 5 wickets.



Penhall wins despite injury

MNE Gary Penhall won the Navy decathlon championship at the Burnaby Road stadium last month despite the handicap of a broken bone in his left hand.

Penhall's winning points tally was 6,258, which might have been considerably higher if his damaged hand had allowed him to pole vault anywhere near his Navy record height.

MNE Winston Spencer (5,758) was second, confirming

Decathlon

the Royal Marines in their team victory over Portsmouth, and LS Gavin Russell (5,220) was third.

No Naval Air Command team took part. Also absent was MNE Stuart Gibbs, who is available, however, to join Penhall, Spencer and Russell in the Navy team for the Inter-Services at Aldershot on August 1 and 2.

Lieut. Terry Osborne won the 10,000m title in 31min 3.8sec, a splendid time in very windy conditions in which he had to make all the pace. Lieut.-Cdr. Brian Davis was second (32:55.3) and marathon man MT1 John Stephens third (33:12:1).

The women's heptathlon championship was won by POWren Lorna Gough (3,672), with LWren Viv Jenkins and Wren Caroline Davies second and third.

Wren Kathy Corbett won the women's 3,000m in 10min 41.5sec, followed by Wren Ishty Turner (11:12.6) and LWren Jo Penberthy (11:35.9).

RNR regatta

TROPHIES at the RNR regatta based on the Joint Services Sailing Centre in Plymouth Sound on June 15-16 were won by the following:

Bunbury Cup (officers) — HMS Flying Fox. President Cup (ratings) — HMS Claverhouse. Longdon Cup (WRNR) — HMS Flying Fox. Inter-Divisional Cup (STC) — HMS Claverhouse. Tyne Cup (HCs and CTCs) — HMS Wildfire. Individual Cup — Acting Sub-Lieut. Greenacre (HMS President).

MIKE KEEPS NAVY WELL IN THE LEAD

Cycling

honours in both the ten-mile and 25-mile races.

The Royal Navy also won the omnium after a full day of track racing at Herne Hill, with Marchant again fastest. He also won the individual pursuit, and teamed up with Harwood, Cunningham and PO(A) Pete Foster (FTG Osprey) to take the team pursuit as well.

SPRINT RACE

The Navy riders then combined to win the 20-lap points race. Only the sprint race went to the RAF, where Cunningham could not match the speed and experience of Robin Everson.

Back on the roads of Kent next day Marchant, Cunningham and Harwood showed the other Services a clean set of wheels in an 18-mile three-up team time trial. Good

ROYAL NAVY cyclists, led by CPO Mike Marchant of Portsmouth FMG, utterly dominated the Army Festival of Cycling based on the Sir John Moore Barracks at Folkestone, Kent, last month.

The weather was good, the hospitality and organisation of the Army Cycling Union superb, and to cap it all the Navy took individual line honours in virtually every race.

Inter-Service championships were staged at ten, 25 and 50 miles, with the Navy winning the first two and being denied the third by a puncture to MNE Nick Harwood (Cdo Log Regt) which allowed the Royal Air Force team to win. Marchant showed his class by finishing first in all three races.

Harwood and CMEM Tom Cunningham (Defiance) helped Marchant to clinch the team

overs to compile a patient 45, but the middle order completely collapsed, and with three more run outs, the Navy succumbed to 143 off the final ball.

CWEMN Kelson Brooks in his first match of the season bowled with considerable life, but two early dropped catches made the Navy pay dearly as opener Steer eventually carried his bat for 75. Collier was extremely economical, conceding only 27 runs from his 15 overs.

A slow outfield helped the cause and the Navy gradually ground the Police in. Superb ground fielding was not matched by the catching, and the Police found later runs hard to come by.

Brooks took three wickets and the Police needed only ten runs from the last seven overs. This was whittled down to five from two overs and the Navy were in with a chance. However with a lofted four the Police just scraped home with eight balls left.

Royal Navy 143 (A Roberts 45, R Evans 18, A Hampshire 4-27). British Police 147-4 (M Steer 75 not out, K Brooks 3-35). British Police won by six wickets.

The Inter-Service matches will be played on the Aldershot Officers Club ground, opening with the Army v. Navy match on Monday, August 12.

Once again catching was a Navy disease as the Civil Service piled on the pressure. With 15 overs left they were 141-4 with Burridge powering his way to another century.

A remarkable innings by newcomer Miers of 81 not out from 24 balls, including 28 from Chester's final over, gave the Civil Service an impregnable score of 300-7, the highest total for them since limited overs cricket came in 20 years ago.

The Navy could ill afford a run out in the fifth over, but Lieut. David Wells very slowly righted the boat. Wickets tumbled steadily at the other end until he was sixth out at 106 for a dour 33.

Tony Izzard scored a bright 43, but the huge Civil Service total was never in jeopardy. Campbell hit a quick 22 including two enormous sixes, but the innings folded at 154 with five overs remaining.

Civil Service 300-7 (A Burridge 122, R Miers 91 not out, C Campbell 3-50). Royal Navy 154 (A Izzard 43, D Wells 33, A Collier 28). Civil Service won by 146 runs.

The following day at Imber Court found a strong British Police side, who included five batsmen with first class experience, called the tune for much of the day. Roberts took 43

times were also recorded by the Navy's B and C teams, consisting of Foster, POAEO Paul Hughes (Heron), CPO Randy Eddy USN (Seafield), Lieut.-Cdr. Fred Gardiner (Colingwood), Lieut. Ken Waller (NP1017) and CPO(CAS) Martin Ellis (Careers Office, Salford).

After a day of rest during which the riders travelled to Roubaix to watch a stage of the Tour de France, they returned for a 30-mile time trial, again won by Marchant.

Cunningham broke away to win a criterium race around the Sir John Moore Barracks the next evening, with Harwood (3rd) and Marchant (5th) ensuring the Navy of another pay day. Marchant, Harwood and Cunningham then filled the first three places out of 61 riders to win a ten-mile team trial, confirming a wonderful week of success for the Navy cyclists.

British shadow Soviet armada

A LARGE-SCALE Soviet sea exercise in the Atlantic and North and Norwegian Seas in July, involving many aircraft too, was shadowed by ships from NATO navies, including at least 17 surface ships and submarines from the Royal Navy.

It is estimated that about 100 Russian surface vessels and submarines were involved, with extra RN ships joining the shadowing force as the exercise built up.

PILOT RESCUE

When a Russian Forger jet went into the Norwegian Sea on approach to the carrier Klev and its pilot ejected, an inflatable from HMS Newcastle moved in to free him from his parachute harness and canopy. Then the RN men assisted him into the strop for winching up to a Soviet helicopter.

Later the pilot appeared on the Klev bridge to handclap in salute, and there were other exchanges of pleasantries.

1,181ft BELOW!



Ready for the trial: AB(D) Jonathon Buck, wearing full diving equipment with Gasmizer recovery system.

● From front page

through an air lock which doubles as a bathroom.

Inside one chamber are four bunks and basic entertainment of earphones for radio and music. It is also possible to watch TV through the pressure-tight windows during hours of rest. "There are also games and books," said Cdr. Padwick, "but mostly we try to keep them busy!"

The Navy's team, specialised in saturation diving, consisted of PO(D) Stephen Allan, LS(D) Christopher Taylor, LS(D) Desmond Fuller, and AB(D) Jonathon Buck. The reserves who travelled to Canada and worked outside the chamber supporting the four were LS(D) Robin Rickard and LS(D) Ted Mangion.

While a depth of 360 metres (1,181 feet) has sometimes been exceeded in shore experiments and occasionally in the sea, the significance is that this was the deepest dive in a near-working

environment undertaken by RN personnel.

The Toronto location makes use of reciprocal research arrangements between the Royal Navy and the Canadian Armed Forces. The trial was also a new departure as it was organised by the Navy in close co-operation with Norsk Hydro, who also wished to prove similar equipment before undertaking dives to the bottom of the Norwegian trench at a depth of 360 metres in 1987.

The trial originated with an approach to Cdr. Padwick by Norsk Hydro, and the Saturation Diving System Project staff of Director Underwater Weapons at Weymouth took it up and have been co-ordinating the project.

Working on it too has been the Institute of Naval Medicine, with scientists from the Admiralty Research Establishment Experimental Diving Unit in HMS Vernon and the ARE Physiological Laboratory at Alverstoke.

OPPORTUNE RETURN

HM submarine Opportune was returning to Gosport at the end of July after patrol duty in the South Atlantic. She had been away since March, operating with surface ships. On return passage there was a visit to Las Palmas in the Canaries.

Meanwhile, HM submarine Conqueror, while achieving fame in the Falklands conflict, has now left Devonport for weapons trials following her two-year refit there.

Clamp idea wins £2,250

A NEW clamp for use in plugging holes in ships' sides has brought a degree of fame and fortune to the marine engineer officer of HMS Exeter, Lieut.-Cdr. Tim Emms.

While serving in HMS Sultan he invented a clamp which revolutionises the plugging of holes in the ship's side — particularly in machinery spaces — should the ship suffer damage in action or by accident.

The design has now been finalised and issue to the surface fleet of the Emms clamp, as it is to be known, is expected shortly. The device has already been patented for worldwide use.

Lieut.-Cdr. Emms has been awarded £2,000 from the Committee on Awards to Inventors and £250 from the Herbert Lott Trust Fund.

The invention consists of a clamp, that grips ship's side framework, welded to a box section which supports 4-in × 4-in or 6-in × 6-in damage control timber.

REFIT PORTS

● From front page

tion of commercial management.

Effects on the Fleet after April 1 1987 are likely to be felt mainly in the wider selection of ports where refits and repairs may take place. But it is envisaged that at the outset only a relatively small proportion of non-gas turbine warships and submarines will, as now, be refitted in commercial yards.

All nuclear submarine work and the bulk of the warship load will continue to be carried out at Devonport and Rosyth.

Conditions of service of ships' companies of ships undergoing refit and other work in commercial yards are being examined. The aim, the Fleet has been told, is to minimise adverse effects and wherever possible compensate for any degradation in quality of life of ships' companies by increased separation, reduced base port time or general reduction in domestic and recreational facilities.

NAVY AGENT

The Fleet has also been told, "For ships in refit any adverse effects will be kept to a minimum by reducing refit complements. Wherever possible drudgery of refitting will be reduced by the contracting yard taking on many low skill tasks — for example welding sentries, chipping and painting. These measures will not worsen sea/shore ratios and should improve job satisfaction."

To deal with the new commercially-managed dockyards a Naval Customer Organisation is to be set up under a Director General of Ship Refitting. He will act as the Navy's agent between the MOD and the new refitting organisation.

The central part of the Customer Organisation will be in MOD London and probably Bath, but there will also be strong regional and local elements working in close co-operation with CINCFLEET's representatives in the dockyard naval bases and in Portsmouth.

Meanwhile, announcement of the commercial management decision — and of some 2,400 job losses — has brought renewed Trade Union protests and some Parliamentary opposition. Two Commons committees, the Public Accounts and the Defence Committees, have also voiced reservations over the plan.

See Newsview — Page 18

DIVERS CLEAR MALTA WAR DEBRIS

A DOZEN members of the Royal Navy's Fleet Clearance Diving Team were thanked by the Prime Minister of Malta when he met them in July near completion of their arduous summer task helping to clear war debris from Grand Harbour, Valletta.

Material removed has included torpedoes, a large bomb and the boiler of the destroyer HMS Jersey, which was destroyed by mine in 1941 at the harbour entrance.

It was a first return to Malta for Royal Navy men since the Service left the island in 1979. The task was to work with local divers during dredging operations to allow large vessels to reach a new grain silo.

The Navy divers covered an area of 140,000 square metres dealing with obstructions and ordnance. Among it was a 250-lb bomb which was recovered from a wrecked ammunition ship, taken out to sea and dumped.

Four torpedoes discovered in their tubes were also removed and dumped.

Another task was working for the lifting of the boiler of HMS Jersey just inside the breakwater. The boiler was even-

tually brought ashore after being raised by crane.

In dealing with the wrecked ammunition ship the Navy divers were involved in digging beneath the hull to allow the placing of lifting strops. The lift itself was due to take place in late July.

The 12 men — 11 RN and one RM — were thanked at a reception by Dr. Carmelo Mifsud Bonnici, the Prime Minister. Some of the men are remaining a few more weeks as dredging work continues.

Leading the team during the latter part of the operation has been Lieut. Dave O'Connell, with FCPO(Diver) Terry Settle as second in command.

FCPO Settle was recently awarded the Queen's Gallantry Medal for his part in the recovery of a sophisticated, Soviet-built mine in the Gulf of Suez (see Page 3).



There were many evolutions for the Dartmouth training ship HMS Intrepid and the frigate HMS Naiad on passage to Palma, Majorca. Here a TOWEX is under way, with the Naiad as towing ship.

Royal Yacht celebration

THE QUEEN, accompanied by the Duke of Edinburgh joined 700 past and present Royal Yachtsmen at HMS Excellent in July to celebrate — belatedly — the 30th anniversary of HMY Britannia.

During the private garden party FCPO Ellis Norrell, who is the Britannia's coxswain and has completed more than 30 years service on board, presented the Queen with a brooch in precious metals and jewels depicting the Royal Yacht's badge.

Naiad's Iron Curtain call . . .

A SUMMER Mediterranean deployment for HMS Naiad brought an unusual call when the frigate sailed through the Aegean, the Dardanelles and the Bosphorous into the Black Sea for a five-day visit to the Rumanian port of Constanta.

It was the first visit to a Black Sea port by an RN ship for seven years and on entrance gun salutes were exchanged. Sailors wore uniform ashore — but reports say that local prices were nothing to write home about.

Earlier the Naiad had rendezvoused in the Med. with HMS Intrepid, the Dartmouth training ship, and many of her 130 cadets transferred to the frigate for a day during which many

evolutions were carried out. Later the ships headed for Palma, Majorca, for a long week-end.

Another port of call for the Naiad was the Italian naval base of La Spezia, where the weather proved more akin to the North Sea in winter than the sunny Med.

The Italian Navy kindly provided transport, enabling over 100 of the ship's company to visit Pisa and Florence.

The Naiad had already undergone a three-week AMP in Gibraltar, where a sporting programme culminated in a Rock Race involving more than 80 of the ship's company. Divisions were inspected by the Flag Officer Gibraltar, Rear-Admiral P.G.V. Dingemans.